

THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

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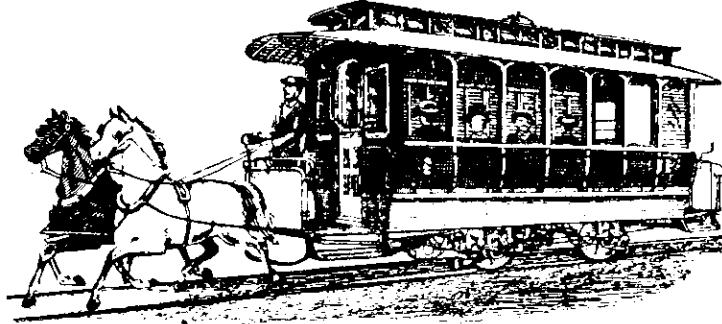
Parking Tokens

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Our 271st Issue

HARRY C. BARTLEY

Harry C. Bartley of Pittsburgh, A.V.A. #46, died February 15 at age 63. He had been an active transportation token collector for a longer time, probably, than any other member of the A.V.A. He began collecting in 1920, fifty years ago! He was one of the pioneers of the hobby. Words cannot express our sense of loss at Harry's death. His many articles in The Fare Box about Pittsburgh activities were eloquent and humorous. His sometimes grouchy exterior was only a front for a big heart and a keen mind. He had been promising to write an article about "Forty Years of Token Collecting," so long postponed that it was going to be called "Fifty Years of Token Collecting." It would have been a great story, and I was looking forward to it. Unfortunately I did not keep after him enough, and now we shall never be able to read it.

We come to you with two issues in one mailing again, and I hope it will be the last time this is necessary. A March issue, if you all will send me something to put in it, will be published in about 3 weeks, followed by an April issue 3 weeks later. That accomplished, we shall be on time again.

Together with this issue you will find a ballot and two envelopes, to vote on the proposed AVA constitutional amendment passed at the Philadelphia Convention last August. This provides for two-year terms for officers instead of one year. Please mark the ballot in the appropriate box, place it in "Official Ballot" envelope and seal, then place that sealed envelope in the larger envelope addressed to Don Mazeau, and mail (with commemorative stamp if possible). This requires a three-fourths affirmative vote for approval. Inside this issue is an article by Bob Ritterband telling why he opposes the amendment. President Ralph Hinde comments: "While I am in favor of a two-year span, there definitely should be a limitation on the number of terms, perhaps even to the extent of only one term of two years. Perhaps it would be best to vote it down this time and resubmit it with a limit." I suppose the thinking of those who sponsored the amendment at Philadelphia was that a one-year term doesn't give an officer a chance to do much before election rolls around again. For myself I just don't like amendments in general; they are a lot of work for me and a lot of expense for the AVA, and I think things are fine the way they are.



= THE PROPOSED A.V.A. CONSTITUTIONAL AMENDMENT =
By Robert M. Ritterband, A.V.A. Vice-President

The constitutional amendment providing for two-year terms for officers has certain benefits for our association. Nevertheless it should be voted down! I am convinced of this as an active member for nearly two decades, rather than as a current officer. The intention of the proposal is quite commendable. Many national organizations have found that new officers are often getting their programs and procedures fully under way just about the time a one-year term begins to run out. My worry is that the amendment does not specify how many two-year terms an officer can serve in succession. It could become a real problem.

Our four most recent past presidents have each chosen to serve three times in a row. This has been agreeable to AVA members, even though it meant having the leadership of only four of our people over a twelve-year span. But if these were two-year presidents, and if each decided to repeat three times (or maybe even more) it could bring very unhealthy stagnation. Continuity is worthwhile for the positions of Editor, Curator, Secretary, and Treasurer, who do staff assignments. But the top officers require some measure of limitation.

I urge each of you to join me in voting against the change as it is now worded. Then at our next convention this summer the subject can be reintroduced in a proper manner for the benefit of all. Thank you!

= NORM SHERMAN COMPLETES COLLECTION OF HORSECAR TOKENS =

In the September 1964 issue of THE FARE BOX your Editor wrote a two-page story entitled "The Tokens That Picture the Horsecar." In that, I observed that there were 34 varieties of tokens which actually picture a horsecar on them, from the United States and Canada. Since then two more have turned up: one from Winchester, Ky., and a mule or pattern from Montana...both uncovered by Norm Sherman.

Shortly after my article on horsecar tokens appeared, Norm Sherman, of Santa Barbara, California, began a serious effort to get them all. It seemed a well-nigh impossible task, as several of them were extremely rare, and a couple of them were unique. No one had ever done it before. If we want to get dramatic about it, we could say--quite correctly--that no person in world history had ever owned all known varieties of horsecar tokens.

Now it has been accomplished. Norm Sherman has them all. He even has a beautiful unpunched solid of the St. Paul horsecar token, and all known minor varieties of those horsecar tokens where there are die varieties known to exist. It is quite an imposing array of tokens--I would imagine some 40 or so in number--and it would make a beautiful display.

Now how about a collection of all the tokens picturing a trolley car on them? If you included the celluloids and vulcanites, that would be a task! Or perhaps a collection of all the depot tokens? I don't think any of us will live to see that accomplished--too many of them are unique, and too many of them are so esteemed by their owners that they wouldn't sell them for any price. I know of one collector who plans to have his depot tokens buried with him in his coffin...so that, like the pharaohs of ancient Egypt, he can enjoy his treasure throughout all eternity.

= TWENTY YEARS AGO IN THE FARE BOX =

The January 1950 issue, Volume 4, Number 1, contained 14 pages. There are stories about transit development in Kansas City and Cleveland; a story about Evansville's problems with its new tokens by Ivan Cline; an article about Dixie Hills Transportation Co. of Atlanta Ga., by Dave Jordan. The 6th Quarterly AVA Convention [we met every 3 months in those days] was scheduled for West Hartford January 28, and it was announced that pages of THE FARE BOX would henceforth be numbered.

= TOKENS SPONSORED BY THE AMERICAN VECTURIST ASSOCIATION =

By J.M. Coffee

There are a number of tokens listed in our Catalogue which were either made, or made available, through action of the A.V.A. The earliest of these was Wash 780 R, made but never used by Seattle Transit. Through connections with the Transit, Paul Fouts secured a quantity of these in 1955, and had them placed in specially printed green cards with a hole cut in the center for the token. And they were then presented to each member present at the 1955 A.V.A. Convention in Seattle.

Then there was Calif 835 H, specially plated by Santa Monica Municipal Bus Lines, but never released by them. Roland Atwood secured a few of these and they were distributed free to members attending the 1959 A.V.A. Convention in Santa Monica. Whether these plated tokens have since been placed into regular use I am not certain. But here are two tokens which were specially made available to A.V.A. members at a convention, both by municipally-owned transit systems.

Then there was the Tenth Anniversary of the A.V.A. in 1958. In honor of this event, the A.V.A. had 300 specimens of a bronze medal struck, picturing the horsecar from THE FARE BOX masthead, and the then seal of the A.V.A. Five were also struck in sterling silver, and presented to Coffee, F.Gordon Smith, Max Schwartz, Roland Atwood, and I forget the fifth recipient. Mr. Smith, then president of the A.V.A., supervised the production of the medals.

But of far more general interest than our medal was the striking of regular tokens for use by a bus company. Harold Ford, in the spring of 1958, drove around New England and, in Brattleboro, Vermont, had a conversation with the president of the little Brattleboro Transit Corporation. That gentleman said he was considering the use of tokens, and said he would be glad to place in regular use any tokens supplied to him by the A.V.A. So we took him up on it, and issued tokens commemorating our 10th Anniversary. One thousand aluminum tokens (Vt 150 B) were sent to Brattleboro and placed into use. They are still being used there to this day, and show a lot of wear. In addition to the thousand aluminum, we also supplied Brattleboro with a very small quantity of brass, copper, and white metal tokens, mixed in with the aluminums, and these also were actually placed into use. For our membership, we took advance orders for sets of the brass, copper, and white metal tokens, at \$2 a set of 3, with a limit of 3 sets per member, and we received orders for 121 sets. Five were also struck in sterling silver, but never of course put into use.

In 1965, to celebrate the Tenth Anniversary of John Nicolosi's New Issues Service, we supplied 200 of each of two new commemorative tokens to Brattleboro, which were duly placed into use there and are still being used. We also kept 200 of each for our membership.

In 1962 the planners of the Seattle Convention of the A.V.A. were hoping to have a special token good for a ride on the monorail, built for the Seattle World's Fair. This did not materialize, but I suggested to Paul Fouts and Clarence Heppner that they have a chartered bus tour, and issue a token for the ride. The result was Wash 780 T, of which some 200 were struck at a place in Seattle. This began a practise which continued to the present, of having special tour tokens struck for our annual conventions. At Denver in 1963, Toby Frisbee issued two tokens: in brass and blue aluminum (Col 260 P,Q) for a bus tour to the Railroad Museum at Golden, Colorado. In 1964 a scalloped-edge brass tour token was struck (only 200 made) for the Harrisburg, Pa., convention bus tour. In 1965 Sam Rabinowitz designed a beautiful brass tour token for the boat tour in connection with the New York Convention, and in that year we began the practise of striking one example of the tour token in sterling silver for The Fare Box Literary Award (Sam won it that year and got his own token!). In 1966 Bob Ritterband designed a beautiful brass oval token for the railroad ride at Knott's Berry Farm in connection with the Disneyland Convention, as well as a hexagonal token for the bus tour. In 1967 your Editor designed a round brass tour token for the Minneapolis Convention, picturing the AVA seal on one side (400 were made). In 1968 Duane Feisel designed the most ambitious and elaborate tour token ever struck, for the Oakland Convention, honoring the 20th Anniversary of the A.V.A. In 1969 Dave Jordan designed a beautiful tour token for the Red Arrow trolley tour in connection with the Philadelphia Convention--in the exact style of the Philadelphia commemoratives.

Then there are the privately-sponsored tokens. But that's another story.

= JANUARY SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =

By Kenneth E. Smith

In this supplement, as 1970 is the 20th anniversary of the Foreign Catalogue, I shall discuss a bit of the history of the World Catalogue and where we are going. In 1950 I was working for a geophysical exploration company and was promoted to the main office in Los Angeles. At this time Roland Atwood and I were the only two collectors very active in foreign transportation token collecting. In 1950 most collectors were working on their U.S. collections, except Atwood who had the No. 1 U.S. collection, and myself, who in 1950 had the No. 2 U.S. collection. Roland and I thought that now would be a good time to start the foreign catalogue, as we lived only a short distance from each other. This first catalogue printed in The Fare Box as Atwood's Foreign Check List was developed with few exceptions from our two collections compared together in his trailer on weekends. After the first go around in The Fare Box, and with more items showing up, it was decided a far expanded foreign check list was necessary to develop, which would take years. As Roland had to spend a great portion of his time on his U.S. and Canada catalogue, I gradually assumed more and more responsibility for the foreign check list. So it was decided I would be editor of the new foreign check list with Roland's blessing. It doesn't seem only 20 years that I have been working on the foreign check list; it seems more like 100 years, or forever, and there is still much work to be done and lots of tokens to be discovered.

Some of my work in the 1970's is already cut out for me. Most of the presently used foreign tokens are used in Britain, and they will all become obsolete early in 1971. Britain is going over to the decimal coinage system February 15, 1971. On August 1, 1969, the British made obsolete all $\frac{1}{2}$ d and higher money with $\frac{1}{2}$ d in it. So all transportation tokens with values of $\frac{1}{2}$ d, $1\frac{1}{2}$ d, $2\frac{1}{2}$ d, $3\frac{1}{2}$ d, and $4\frac{1}{2}$ d, became obsolete and were withdrawn from use as of that date. On or by February 15, 1971, all tokens reading 1d, 2d, 3d, 4d, 5d, 6d, etc., have to be withdrawn and replaced by new tokens.

With the great assistance of Don Capper in England, the two of us are trying to check the tokens as they become obsolete with the view of saving those in the best condition before they are burned, and supplying some of the new issues for collectors. This will take up a considerable amount of my time in 1970 and 1971.

Meanwhile we have the help in Australia of Les Hawthorne who is down there checking out some tokens, and in Europe we have the help of Bingen, Hazevoet, Zerbes, Fritz, and others. Doug Ferguson and Steve Album are working on Asia. Now would be a good time to fill out those missing pieces in British plastic tokens before they get burned. For those who are interested, now is the time to send me your want-list of British plastics on $8\frac{1}{2} \times 11$ " sheets, and we shall see what we can do for you in the next year.

Due to unusual circumstances there is a class of transportation passes that are not listed in the catalogue. The governments of Australia and New Zealand and their states issue all kinds of metal passes and have for over 80 years. At their request, close to demand, I am not listing the few of these that we know about. These passes are given to various people for specified time periods and at the end of the time period or upon death the passes must be returned to the government. It is illegal for anybody else except the party whose name is on the pass to own this pass. So these passes are not collectible by AVA collectors and so aren't listed. There are a few other places where passes are presently used that we don't list as they aren't presently legal to own by us. And in return for our not listing them until they become obsolete we sometimes get a few of these passes. In one town in England, as I didn't list, I have been promised enough of their large brass oval employee passes to supply the new issues service, when they become obsolete.

During the 1970's I hope with your help to make an average of a full page of new and older unlisted tokens and passes per month. I hope some of you will research foreign tokens and do Fare Box articles on them. I know there are unlisted tokens in various museums such as the Railway Museum in Vienna, the British Museum, etc., and it would be nice if some collectors would examine these collections and report what they find. C. Coffing in the May 1969 SCRAPBOOK had several pages on German warship tokens and since then has received additional information. We hope to see an updated article on these tokens in The Fare Box soon. I hope to see a big decade ahead for world transportation token collecting.

= WHERE CALIFORNIA BEGAN =

By Dwight A. Safford

With the development of Coronado, Roseville Heights, Imperial Beach, and other areas around the harbor of San Diego, during and after the land boom of the 1880's, transportation between these points by land routes was slow and roundabout. The waters of the bay, however, offered direct and fast routes. And from the complex of boat houses and yards along Atlantic Street (now Pacific Street) emerged an array of water craft to function as water taxis and ferries, which met the need.

The San Diego Coronado Ferry Company was developed to serve Coronado in 1886, by Babcock and Story, that community's developers. In 1887 the Point Loma Land & Town Company put into service a ferryboat named the "Roseville" to serve Roseville Heights. She was a hundred footer, steam-powered, propeller driven, manned by a crew of three. But the collapse of the land boom in 1889-90 forced the sale of the "Roseville" to commercial interests in Baja California (Mexico), forcing the Roseville and Point Loma residents to rely on water taxis and slow land routes for transportation.

The Coronado area fared much better, however, J.D. Spreckels acquired the interest of Babcock and Story in the San Diego Coronado Ferry Company, making that concern an important link in his chain of street railway facilities in the communities around the harbor--a system which functions to this day, now under the ownership of the City of San Diego.

In the years immediately after the collapse of the land boom in 1889, nothing happened in the way of providing scheduled transportation service until Bob Baker, around 1900, formed the Point Loma Transportation Company, and placed the "Nautilus" into service from the pier at the foot of Canyon Street in Point Loma (originally the Roseville Heights pier) to the dock at the foot of H (now Market) Street in San Diego. This ship used fare ticket which stated "not good unless counterstamped." In service about four years, the operation was taken over by Captain Rufus Milton Criswell who had come to San Diego from Seattle around 1890. Captain Criswell changed the name of the firm to Point Loma Ferry Company, and in association with his step son Captain Oakley J. Hall, he caused the operation to prosper, as it expanded to serve the government military installations around the bay.

About the same time the McKinley Boat House, also at the foot of H Street, began operating water taxi service around the bay. Operating as the South San Diego Ferry Company and the McKinley Boat & Ferry Company, it operated the boat "Imperial" between San Diego and Imperial Beach. Sometime in 1914 the McKinley Boat House became the Crescent Boat Company, with G.G. Smith as manager. But the following year this company was taken over by Ralph Chandler (nephew of the publisher of the Los Angeles Times). Soon afterwards there was a merger between the Star Boat Company, owned by Oakley J. Hall, and the Crescent Boat Company, owned by Chandler. The new "Star and Crescent Boat Company" had Hall as president, and Chandler as manager.

North Island, originally connected to Coronado by a narrow strip of land, became the locale of ever increasing military installations. Transportation needs were provided by the Star & Crescent Boat Company. But expansion of ship construction, towing service, harbor and ocean sightseeing cruises and operations for other purposes, finally made necessary the formation of a subsidiary company to operate the ferry service: the Star and Crescent Ferry Company, which functions in this capacity now.

Improved street transportation facilities reduced the need for water transportation, except for Coronado and North Island. The former was adequately served by the San Diego & Coronado Ferry, but North Island with its military installations had to rely on water taxis and the boat "Fortuna," operated by the Star & Crescent Boat Co. (later Star & Crescent Ferry Co.) The United Water Taxi Company was also affiliated with the Star & Crescent Ferry Company, for a time...and tokens have been issued by most of these water transportation firms at one time or another.

There is now a bridge under construction, which will link San Diego to the Coronado and North Island areas. When completed it will force the ferry companies to shut down operations, and thus the days of water transport in the bay will fade into memory...and only the tokens will remain to remind us of the contributions of San Diego Bay as an important link in the history of transportation "where California began."

PARKING TOKENS FOR SALE - send postage for list. WANTED: all types of maverick trade tokens. FOR TRADE: Sunoco antique car tokens series I (aluminum); need series II, also Shell tokens.

Sam Ruggeri - 1018 S. Carley Court - N. Bellmore, NY 11710

I HAVE 6 SETS OF PA 997 T U V W for trade only. Also Pa 630 A. Still have a few plastic zone checks left from Avoca, Pa. Send your trade list.

Joe Pernicano - 58 Sonia Lane - Broomall, PA 19008

FOR SALE: Ft. Riley, Kans. NCO Club, round reddish alum. 1.00 25¢ 5¢ complete set \$2.50. Have other sets.

R. Baskette - P.O. Box 122 - Lakeland, FL 33802

FOR SALE: a group of 432 assorted transp. tokens that catalog for 15¢. This will be sold only as a group. I am selling at the catalog price of 15¢ each, thus making the group sell for \$64.80. First check for \$64.80 takes it. I can supply interested parties with a listing of the breakdown of numbers & quantities. The group is heavy in Pa. and Wis. tokens. Interesting group.

Robert E. Paige - 2028 Edgmont Ave. - Chester, PA 19013

FOR TRADE: Ark 435 A and NY 140 A (some letters worn in "commutation"). Will swap for NJ 290 D E, 675 A B C, 730 A B, 945 A, 20 A B, 115 A, 185 A B C, 290 B C, of equal cat. value. - Al Zaika - P.O. Box 65 - Bellmawr, NJ 08030

FOR SALE: Mich 375 A, 30¢, 375 B 60¢; 680 E \$1.50, 680 R 80¢. Also have a few each of Mich. Misc 3999 to trade for Mich. tokens I need. Open to offers.

William Marquand - 2825 Sanford St. - Muskegon Heights, MI 49444

WANTED: U.S. transp. tokens; Colorado, Vermont & New Hampshire stereopticon views, medals, books & trade tokens. Send list and price; don't ship. Also interested in TAMS articles on Colo., Vt., N.H. items.

H.L. Nott - 1630 Clinton St., Apt. 4 - Aurora, CO 80010

FOR SALE: 1969 A.V.A. CONVENTION TOUR TOKEN, at \$2.00. Convention photograph \$1.50; badge 10¢. = Dave Jordan - P.O. Box 92 - Flourtown, PA 19031

WANTED: railroad tokens "good for" anything EXCEPT transportation - drinking cups, pillows, meal checks, lamp checks, etc. Also want railroad woodburning engine fuel tokens reading "1/4 cord" "1/2 cord" etc. Will buy, or have many kinds of tokens to trade. Also want merchant tokens from Virginia.

David E. Schenkman - P.O. Box 16122 - Suitland, MD 20023

WANTED: New Jersey zone checks 997 E G I J K L M; will buy or trade. Also wanted: N.J. shell state coins and car coins to swap for this one.

John H. Wilcox - Letter Carrier Rte. #103 - North Brunswick, NJ 08902

FOR SALE OR TRADE: fare box in working condition. This has a plate with "Clarksville Transit Authority" attached. Best offer in TTs or cash over \$35 takes it.

Bill Davis - Box 202 - Littleton, CO 80120

FOR SALE: Cal 895 H I J L M N O and G.D.S.A. all 25¢ each; 575 R 40¢; 745 V 35¢; Mich 560 P 50¢; Fla 930 D 25¢; Ohio 35 D 50¢; Ky 510 BU 45¢; Cal 760 J \$2.50; N. Scotia 100 N 25¢; England 590 CF 25¢, 820 DE 30¢, 840 AA AB AC AD 25¢ each, AE 30¢, 865 BK 25¢, BL 25¢; 235 AL 35¢.

John G. Nicolosi - 3002 Galindo St. - Oakland, CA 94601

HAVE WASH 420 A which cost me 35¢ from co. Trade for any TT cat. 35¢ or more. No dupl. Need type coins. Have 15 rolls Jeff; 3 rolls Merc; 2000 Lib & Franklin halves and many key and semi-key coins. Wanted tax tokens.

Gilbert E. Vogel - 404 Waters Road - Castle Rock, WA 98611

UNITED KINGDOM TT's - a collection of 300 celluloid & plastic TT's is now available, and includes many obsolete tramway items. This collection would be ideal for anyone interested in making a start on U.K. tokens.

Donald Capper - 14 Acresfield Ave., Audenshaw - Manchester, ENGLAND

MAIL BID: horsecars and other scarce tokens. Cal 575 Ab; Ia 150 A B; Kans 480 B; NY 300 A, 780 B; Wisc 360 A, 510 D.

Gerald Johnson - 1921 Chase St. - Wisconsin Rapids, WI 54494

MAIL BID: Kans 820 G H I; NY 620 A B (1 lot), 629 C to K (1 lot), 630 I, T to AD (1 lot); 630 AF to AK (1 lot); 631 A to Q (1 lot); Ohio 230 M; Pa 340 E, 750 W, 997 A.

Larry Edell - 104-27 117 Street - Jamaica, NY 11419

= ALL AUCTIONS IN THIS ISSUE CLOSE APRIL 10 =

= THE FINAL SUPPLEMENT TO THE 1963 ATWOOD CATALOGUE =
By Ralph Freiberg

WISCONSIN

Baraboo 50 (Location Reported by Donald Punshon) [ex-Unidentified List]
GEM CITY TRANSFER LINE PHONE 198-W
B o A 29 Sd Good For Return Fare From Warren Hotel to Depot Only (Sc) \$5.00

DISTRICT OF COLUMBIA

Washington 500 (Reported by Max M. Schwartz)
LANDMARK SERVICES INC. (BUS)
AI Bz 16 B1 Adult Fare (bus) [two slots] 1.00

With this Supplement, we draw the curtain on the 2nd Edition of Atwood's Catalogue. The above tokens will be listed in the new 3rd Edition. So all listings to this point are included in the new catalogue. From here on, Supplements will list tokens not listed in the new 3rd Edition of Atwood's Catalogue.

= THE FIRST SUPPLEMENT TO THE 1970 ATWOOD CATALOGUE =
By Ralph Freiberg

CALIFORNIA

Santa Monica 835 (Reported by Roland C. Atwood)
SANTA MONICA MUNICIPAL BUS LINES SM
J B 16 Sd Good For One Zone Fare SM .25

Stockton 895 (Reported by New Issues Service)
ONE FREE BUS RIDE DOWNTOWN STOCKTON
S o B 23 Sd Compliments of G.D.S.A. Member .15
[Greater Downtown Stockton Association]

NEW YORK

New York City (Manhattan) 630 (Reported by Sam Ruggeri and Mel Fox)
NEW YORK CITY TRANSIT AUTHORITY N(Y)C
AS B 23 Y-sc Good For One Fare N(Y)C (vars.) (* 1/4/70) .30

PENNSYLVANIA

Delaware River Bridges 263 (Reported by Dr. Arthur D. Jordan, Jr.)
DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION
PENNSYLVANIA - NEW JERSEY ESTABLISHED 1934 f (EMBLEMS)
A B 20 Sd Good For One Passage Commuter Token Bridge Token (* 2/2/70) .15
[Used for a commuter rate on bridges across the Delaware River.]

UNIDENTIFIED (Reported by Gaarder [103], and Hinkle [104])

MYERS TAXI & BUS LINE
103 B 20 Sh-sc One Way Ride
ACME CAB PHONE 334
104 A Hx Sd Good For 25¢ in Trade (25mm)
BROOKLAND HEIGHTS TOOLE BRIDGE CO. 2¢
105 B Ov Sd Brookland Heights Pure Rye Whiskey Sold by C.D. Gillaspie
(18x25mm)

Both Don Punshon and Dave Jordan seem to have found the home of the Gem City Depot token about the same time, but Don reported it to us first. The *Baraboo City Directory 1917-1918* lists "Gem City Transfer Line Phone 198-W Earl Graves, Mgr. - 123 Vine Street." A letter to Mr. Punshon from Francis W. De Sautelle, Curator of the SC Historical Museum of Baraboo, included the following:

Way back when, Baraboo was served by a number of transfer, hack and bus lines. The coming of the automobile replaced one by one of these companies. The old horse-drawn vehicles met all C. & N.W. Ry. trains, and it was quite a sight to see them at the passenger station platform (north side) at train time. These transfer, bus and hack companies were, for the most part, replaced on a gradual basis by auto taxis. The Warren Hotel and Wellington Hotel had their own buses that met all trains. Several years ago the Warren Hotel was severely damaged by fire, and was subsequently razed. Now only a weed-grown old foundation stands on Oak and Fourth. A mess! The Warren Hotel address--from the above city directory: Warren Hotel, L.H. Hill, prop. 102-104, 4th Avenue. The Chicago & North Western Ry. passenger station is no longer used. Only a telephone and storage space there for maintenance of Way employees. The Circus World Museum purchased the platform canopy and it is now at the Museum in service.

So far as we know, the only specimen of the Gem City Transfer token is owned by John Coffee.

The Landmark Services token was reported to us about four months ago by Max Schwartz, who didn't know where it was from. A short time later, while reading a travel section in the newspaper, I came across a story telling how people could ride these little trams to visit all the "landmarks" in Washington, D.C. People would board this tram, pay their fare, and then have their hand stamped. As they go by each land mark they can get off, visit it, then board the next tram when it comes by, by showing the mark on the hand. We phoned the company and they said they would sell us the tokens at \$1 each. We sent a check to the company and assumed we would get the tokens a couple weeks later. Actually it took several months; apparently someone at the company got suspicious as to our motives in wanting their tokens! Then we also learned that they had a half-fare token. John Coffee wrote them, sending a check for \$1.50, and asked for one each of the tokens so he could list them in the new catalog. They never replied. So the adult fare token is listed in Atwood III, but so far no one has seen the child token, although they have now agreed to send them to us, and perhaps if we are lucky we'll get them eventually.

We also obtained a supply of the Berg's token of Stockton, Calif. We didn't think we'd get these, but they found enough to supply the New Issues Service, so this one will be mailed to N.I.S. members. We also list the 13th token in this series, and presumably the last one to complete the series, which did not get listed in the new Catalogue, as it came to light too late.

Santa Monica, Cal., has gone to an Exact Fare plan, and needed more tokens. The new token went into use in December, 1969, and is exactly like the old 16mm token but is solid instead of having the SM cut out. The reason for the solid tokens was that the token manufacturer was too busy striking millions of the New York City tokens...and they told Santa Monica they'd have to wait if they wanted tokens with the SM cut out. Santa Monica said, send them along solid now. So we have a new variety.

Fares in New York City went to 30¢ on January 4, 1970, and they came out with their new 23mm token. Sam Ruggeri picked these up for the N.I.S. ten at a time, as the NYCTA didn't want to sell large quantities yet...as they only had 26,000,000 of them on hand and couldn't spare 180 of them for us! So far we have found two distinct die varieties, as there may be more. As usual, the NYCTA had bad advice on the size of the tokens. They are now getting thousands of slugs, foreign coins, and odd tokens, all 23mm size, through their turnstiles. We could've told them that. The most popular token seems to be the old white metal Queensboro Bridge streetcar token, still being used on the Welfare Island bus, selling at 4 for 25¢.

The Delaware River Bridge token was first mentioned to us by Dave Jordan, who saw newspaper stories about them. These tokens will eventually be used on 6 bridges, the Trenton-Morrisville Bridge; Delaware Water Gap Bridge; Easton-Phillipsburg Bridge;

Portland-Columbia Bridge; Milford-Montague Bridge; New Hope-Lambertville Bridge. But presently the tokens are only used on the Trenton-Morrisville Bridge, as of March 1, with the installation of automatic basket-type toll collecting equipment. Tokens had been placed on sale February 2, however. In April or May, as basket equipment is installed, the tokens also will be used on the Delaware Water Gap and Easton-Phillipsburg bridges. The 4th and 5th bridges listed still are using commuter books, but eventually it's expected they also will use the tokens. The 6th bridge listed is still under construction, but it will also use the tokens once it's finished.

The tokens are sold in rolls of 40 for \$2.00, and five million of them were struck by Franklin Mint, who was low bidder at \$123,000 for the job. The little "f" on the obverse is the Franklin Mint mintmark. You need a good magnifier to see it. The New Issues Service will distribute these to all of its members.

As for the Mavericks, we just don't know. The Myers Taxi & Bus token was found in Oklahoma City, if that's any help. As to the Brookland Heights "toole" Bridge token, it was reported to John Coffee, but the member who reported it neglected to put his name on the rubbing, so we don't remember who it was. In any case it is a very unusual and interesting item.

I have been listing tokens since the 1953 Check List was published. Any member who wants information about any token listed since that time should send me a self-addressed postcard. I have a card file on every token listed by me, and there's a large fund of information there. If you have any doubt or question about any of the notes in the new catalogue, don't hesitate to write and double check with me. That is how we learn things and add to our knowledge.

The information was just received that Kansas City has gone to a 50¢ cash fare! Highest in the country! Meanwhile New Orleans has raised its fare to 15¢ cash.

= JANUARY NEW ISSUES SERVICE REPORT =
By John G. Nicolosi

This month we send you 2 more of the Stockton tokens, Berg's and G.D.S.A. For these, thanks to Freiberg and Ford. We also, finally, have the adult tokens for Land Mark Services of Washington, D.C. We thank John Coffee and Don Mazeau for their valuable assistance in getting these for us. This one took months! The token is used on a vehicle called a "Tourmobile," an open-air tram which operates over a 6½ mile route visiting a number of important tourist attractions in Washington. These are: Bureau of Engraving & Printing; Jefferson Memorial; Lincoln Memorial; White House; Smithsonian Institution; U.S. Capitol; National Gallery of Art; Natural History Museum; Washington Monument; National Museum of History & Technology. Fare for the whole route is \$1.00, including stopovers, for adults, and 50¢ for children. The child token will be sent to you when we get it. They have promised to send them.

Also you will receive the new Santa Monica token, and thanks to Roland Atwood for the lead on this one. And finally, you will receive ND 60 D, listed last month. This obsolete token was a doubtful one; we weren't at all sure we could get them, but we finally succeeded. All N.I.S. members, both regular & associate, will receive all of these tokens.

Again: if your account is in the red, I cannot send you any tokens. On some of these, I have obtained the entire existing supply and it will be a shame if you miss out. Some tokens we have sent out in the past have become quite scarce, and it will be a shame if you get dropped because you have carelessly allowed your balance to drop. There is a long waiting list.

The Decatur-Onawa Bridge (Nobr 305 A-D) was built in rather an unusual manner. It was built over dry land, and then they changed the channel of the Missouri River, directing it to flow beneath the new bridge! Although all four of the tokens are still valid on the bridge, the only one in common use is the 50¢ denomination.

BACK ISSUES OF THE FARE BOX for sale: July 1965 to January 1967 inclusive, at 25¢ each, plus postage. Also Atwood's 1952 Check List loose-leaf, and 1958 catalogue bound. Any reasonable offer considered.

Ralph W. Winant - 500 West Summit Ave. - Wilmington, DE 19804
50 transp. tokens, my choice, \$4.75. 100 for \$9. Want Iowa TT and Civil War tokens.
Douglas Redies - 1714 13th Avenue, S.W. - Cedar Rapids, IA 52404

FOR SALE FOR CASH: I have just two Ontario 400 A (vulcanite) in perfect condition, and will sell at \$15 apiece. Also have just one Pa 970 A (bridge token) in perfect condition for sale to first check for \$9. Please include SAE to return your check if too late, and include extra for insurance or registration if you want it.

John M. Coffee, Jr. - P.O. Box 1204 - Boston, MA 02104

FOR TRADE: one Mexico Palmarejo 600 A and an unlisted amusement ride token (which will not be listed because it doesn't say "good for a ride") reading on obverse: "New Chutes Fillmore & Eddy S.F." and on reverse "Electric Wonderland" B 19 Sd used on chute ride in San Francisco about 1905, one of 2 known. SAE brings interesting list of foreign transp. tokens for sale at catalogue.

Kenneth E. Smith - 328 Avenue F - Redondo Beach, CA 90277

NO TRADES NEEDED. The following for sale at 50¢ each: Ia 730 A; Kans 820 H; NY 230 D; NC 560 A, 980 I; Pa 10 B, 70 Ba, 340 E; PR 640 A C Da Db Dc. At 75¢ each: Ill 1000 A C; Ind 500 A; MS 11 A. MS 8 A for \$1. At \$1.50 each: Pa 495 J; PR 640 B; MS 13 F. Pa 15 E for \$2.50; Conn 235 B for \$4.50.

Paul Targonsky - 23 Harrison Street - Meriden, CT 06450

FOR SALE: \$1 for any token: Ind 260 A D, 390 A; NC 20 B, 130 H, 190 D, 350 B, 360 A, 980 D H. Please send stamp in case your token is gone.

Morton H. Dawson - 182 Whiting Lane - West Hartford, CT 06119

FOR SALE: Mass 970 C (V.G.) \$8.00. Scotland 510 D (E.F.) \$35.

Al Hoch - Tower Road - Lincoln, MA 01773

FOR SALE: Still have a few Minn 245 A, 680 Fa Fb at catalogue plus postage.

L.R. Wolfe - 1233 Ripley Ave. - St. Paul, MN 55109

CAR WASH TOKENS WANTED - will buy or trade. I have over 35 diff. Calif. CWT available to trade. Also wanted are military, bank, parking & transp. tokens, and Calif., Nevada & Utah trade checks.

Duane H. Feisel - P.O. Box 11661 - Palo Alto, CA 94306

WANTED: Trades. Have census and non-census transp. tokens to trade for trans. tokens I need. Also have scarce parking tokens and some car wash duplicates. Nevada & Calif. trade tokens, saloon tokens, bank tokens, and several unusual Good Fors, also offered for TTs, PTs, CWTs I need.

Harold V. Ford - 6641 Saroni Drive - Oakland, CA 94611

5 large Masonic pennies, 2 railroad registered package stamps 37x63mm, 3 apothecary wts, all for an offer in parking tokens I need (bonus 1 counterstamped Lincoln penny with Masonic emblem for best offer. SAE a must.

Millard Wasczak, Sr. - 352 Maple Street - Scranton, PA 18505

WILL TRADE: U.S. TTs; Dominican Republic trade tokens - NCO club - P.R. milk; France trade & telephone - coal mine - U.S. trade tokens and brass, alum., fibre, plastic tax tokens for....Puerto Rico TT I need. Available lists.

Pedro Chiclana Rosario - Calle 220 JA 18 3rd ext. Country Club, Rio Piedras, PR 00924

SEND SAE for list of flat wooden money (75 diff.) and state sales tax tokens (35 diff.) for trade or for sale.

George H. Wyatt - Skylark Lane - Lunenburg, MA 01462

WILL TRADE DELAWARE TURNPIKE A for any other one. I have 2. My personal token 541 for yours. My trade list for yours.

Gordon Wold - R #1, Box 140 - Princeton, MN 55371

WILL TRADE \$4 CAT. VALUE (my choice) of 25¢ & up TT's for any TRUMAN pin-back button (no fakes). Have many trades. Just send. Same trade for Henry Wallace 1948.

Foster B. Pollack - 645 West End Ave., 3B - New York, NY 10025

HAVE SOME U.S. COINS, many scarce, to trade for your surplus tokens. Indian cents thru half dollars. State in first letter what you want and make offer in TT's.

Roice V. Rider - 1523 Bailey St. - Lansing, MI 48910

SEND STAMPS FOR LISTS of TT's, PT's, merchant trade tokens and coal mine tokens.

Frank M. Beam - 209 Laurel Ave., Bellevue - Pittsburgh, PA 15202

THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

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94117

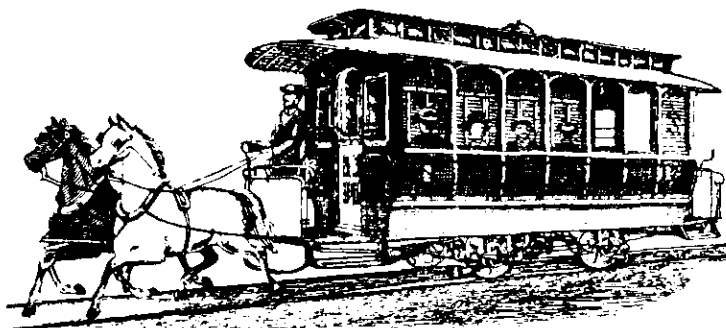
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Volume 24, Number 2

FEBRUARY, 1970

Our 272nd Issue

We have received word from the printer in Michigan that the loose-leaf copies of the Third Edition of Atwood's Catalogue will be shipped "during the week ending March 20," and the bound copies "during the week ending April 10." Allowing about a week for the truckers to get them here, we expect the books to be here by March 27 and April 17, respectively. I shall have them mailed out of here within three days after I get them. As there are orders for about 550 individual copies of the bound catalogue, I expect to be working around the clock with two college student assistants to get these packaged, addressed, stamped, and hauled to the post office in shifts. It will be a great moment when I see that book. It has been a long haul!

Ads and articles in THE FARE BOX will continue to use the numbers from the 1963 Catalogue until the second issue following the mailing of the books to you. I imagine that the April issue will go out after the books have been mailed, so in that issue we shall announce that henceforth advertisements must use 1970 numbers. Naturally we can't expect you to use the new numbers until you have the new book. The transition is always a bit touchy, from one catalogue to another, but we try to make it as painless as possible.

Those who missed getting the set of 8 different colors of the Braniff Airlines "Fast Buck" tokens may still order them. These are listed in the new catalogue as Tex 1000 B thru I at 15¢ each. Members may order as many sets as they wish, at 75¢ per set postpaid, from the Editor. Once these are gone, that will be the end of them, and I suspect that, in the years to come, these tokens will be going for something more than 75¢ a set.

The 1970 A.V.A. Annual Convention will be held in Dallas, Texas, on August 14 thru 16. Plans are afoot for a very interesting meeting, and we hope collectors will begin now to make plans for attending. Further details will appear, we hope, in the next issue of THE FARE BOX, and we shall soon be sending you a reservation card for the hotel.

This issue goes to press Saturday night, March 14. As usual we are running short of good publishable material. There are a lot of stories out there among you people, and we'd like to share them with everyone else. Often the most interesting stories are those with a personal touch—such as how you became interested in the hobby, or how you obtained one of your rare tokens. And, as always, we like your ads. Ads are the liveliest part of our issues; the more we have the better we like it. They're free to members, and they reach an avid constituency.



= THE SAN DIEGO TRANSIT SYSTEM =
By Dwight A. Safford

San Diego, discovered by Juan Rodriguez Cabrillo in 1542, developed by its early Mexican and Spanish settlers, won by American fighting men to add to an expanding United States, is of course where California began. But this is only the story and history of its beginning. Where do we find the story and history that has produced the San Diego of today? What of the land promoters, the service, commercial and industrial establishments, the military, and those free enterprisers who labored so diligently to bring into reality their dream and hope for riches, or a place in history contingent with the building of a city? Are they not the story and history of San Diego? Often the march of time erases or dulls the memory of events or of individual contributions to that history, but occasionally a memento or token appears, serving as a medium to pinpoint and highlight the participation or contribution of an individual or organization to that history. One such token, issued in 1961 by the San Diego Transit System, commemorating 75 years of transportation systems in the city, focuses attention on one facet of the San Diego story.

The advancement and growth of any community is to a great extent regulated by its transportation facilities, not only with the outside world but within its own environs. The rapid expansion, in a few years, from a small hamlet to a city of some 30,000 inhabitants, during the land boom of the 1880's, and the impending arrival of the first railroad train linking San Diego to transcontinental rail lines, heralded the fact that the city had need for a local system of transportation on its streets. Consequently a group of citizens organized and formed the San Diego Street Car Co., the first venture into the field of local transportation on city streets. Tracks were laid for the horse-drawn streetcars from the foot of 5th Street, at the bay, to D street (now Broadway) down D street to the bay. Fifteen cars, 100 horses, with a car barn, stables and blacksmith shops at 7th & H streets, were readied and operations began July 3, 1886. In 1888 additional tracks were laid, larger barns added, and a corral constructed at Arctic and D streets, with an additional 26 cars and 100 more horses added to the rolling stock.

Although their operations included 8½ miles of track, 41 streetcars, several hundred horses and other assets, the collapse of the land boom in 1889-1890 and the resulting dwindling of the city's population from 35,000 to less than half so affected the company that it is said that the sale of fertilizer from the horses brought in more revenue than that received from passengers. In November creditors filed claims, putting the company into receivership, and it was sold in 1892.

In 1888 the second transportation company to be organized in the city was the Electric Rapid Transit Company, and although it was the first company on the West Coast, and the second in the United States, to install and operate an electric street car system, its operation on Ketner Street to Old Town and return was unprofitable. Moving its operations to 4th Street failed to improve the situation, and the company collapsed along with the land boom in 1889.

Undaunted by these failures, several of the city's bankers organized the San Diego Cable Car Company, constructed a power house at Spruce & 4th Streets, installed cable and rails over the system's route, and began operations June 7, 1890. Fuel expenses at the power house and insufficient revenues from its cable car operation caused the company to collapse and after only 13 months of operation it was sold to another group who had organized the Citizens Traction Co. This group operated the lines for a few months and then sold to E.S. Babcock, who junked the operation but retained the Citizens Traction name and franchises for future speculation.

In the meantime transportation between San Diego and its neighboring communities of Coronado, National City, Otay, East San Diego, Pacific Beach, La Jolla, and others, was being expanded by the formation and operation of various steam railroad companies.

John D. Spreckels, realizing that if San Diego was to keep ahead of its rival communities it must have a local transportation system, formed the San Diego Electric Railway Company, and on January 30, 1892, purchased at the receiver's sale for \$115,000 the San Diego Street Car Company. Its assets included 30 horsecars, 148 horses, 40 sets of harness, 108 extra horse collars, many horse shoes, a large quantity of feed, hay and other items, and all track, right-of-way, and franchises. Spreckels

also purchased from E.S. Babcock the name and assets of the defunct Citizens Traction Co., and the track and right of way of the Park Belt Motor Line, which operated a steam railroad. Buying an additional 15 single truck Brill electric streetcars the San Diego Electric Railway embarked on a program of installing and operating an electric streetcar system which was completed in December, 1896. Acquiring the "Bluffs," an amusement center located at the point of Park Blvd. and Adams Avenue, and renaming it "Mission Cliffs Gardens," the San Diego Electric Railway in 1898 installed a line over the right of way acquired from the defunct Citizens Traction, to provide transportation and popularize the resort, even offering free admission if one rode the streetcar into the park.

In 1907 the Spreckels interests bought the National City & Otay Steam Railroad, which had been constructed in 1886-87, and renamed it the California Southern Ry. After converting the system from steam to electric, it was operated as an independent company, although it purchased its power from the San Diego Electric Ry. and operated on that company's tracks in San Diego.

But the purchase in June, 1908, of the Orange Avenue Electric Streetcar Line from the Coronado Railroad Co., and the acquisition of the South Park & Eastside Rys. line from 25th & Broadway to 30th & Date streets, was overshadowed by J.D. Spreckels' organizing the Point Loma Railway Co., to provide transportation lines to Ocean Beach.

To provide transportation facilities to the Panama California Exposition in 1915 the San Diego Electric Railway extended its lines up 12th Street to the main entrance into Balboa Park, where the company erected a \$20,000 terminal. To convey the increased passenger traffic of the celebration the company purchased from the St. Louis Car Company 101 of the latest electric streetcars, considered the finest in the country, departing from its custom of building its rolling stock in the company's own shops. The Exposition, celebrating the opening of the Panama Canal, so overshadowed the amusement center activities at Ocean Beach that, as an amusement center, Ocean Beach never fully regained the popularity it had prior to the Exposition. In 1923 J.D. Spreckels conceived the idea of a million dollar amusement center to be constructed at Mission Beach, with transportation service being provided by the installation of a high-speed rail line across the flats between the Marine Base and Ocean Beach. With this construction and the purchase in 1924 of the Bay Shore Railroad Co., which had been built in 1915 connecting the Point Loma Railroad at Ocean Beach to Mission Beach, the San Diego Electric Railway extended its lines to La Jolla and purchased 50 more streetcars. Plans were made to extend the company's lines north to Los Angeles, and to inaugurate a system of freight service by electric streetcar. A Baldwin electric locomotive was purchased and for a time was used on the streets of San Diego in such a service, but these plans were never carried out, due in part to the rapid expansion of the automobile and motor bus services.

On November 8, 1922, the first motor bus was placed in operation by the San Diego Electric Railway, between National City and Chula Vista, followed in 1924 by the line from Plaza to Old Town. Though new high speed trolley cars were developed to compete with the motor buses, the company on September 16, 1940, replaced the electric trolleys with motor buses on the high speed line to La Jolla, which further ended any hopes for an electric line to Los Angeles.

After 56 years of successful and continuous expansion of transportation systems on the streets of San Diego, the Spreckels interests, on July 26, 1948, sold the San Diego Electric Railway to a group headed by J.L. Haugh, who changed the name of the operation to San Diego Transit System. This company continued the change from street cars to motor buses, and on Sunday, April 24, 1948, the last of the streetcars made its run on San Diego streets.

Starting in the 1950's in most U.S. cities local transportation companies began losing passengers, due in part not only to the popularity of the automobile but also to the population shift to the suburbs where new subdivisions were constantly being occupied, necessitating the use of the auto for all transportation service. San Diego was one of these cities, having nearly doubled in population in ten years. Its subdivisions were everywhere, often in areas remote from local transportation service.

Although San Diego Transit System maintained and operated the best and latest

equipment, it was to become involved in a vicious circle of diminishing passenger traffic, with rising maintenance and operating costs, necessitating higher fares and curtailment of services. Further passenger traffic reduction would then be effected and the whole thing would be repeated. This situation culminated in the request of the San Diego Transit System to the city that San Diego take over the responsibility of providing transportation to its people. After many refusals on the part of the city, the matter was submitted to the voters, and in June, 1966, the electorate approved a measure authorizing the city to purchase for \$3,966,500 the San Diego Transit System, and to form a non-profit corporation to administer and operate the organization, which would now be named San Diego Transit Corporation.

Takeover was effected by the city on July 1, 1966, and the decline in passenger traffic was halted by the purchase of 100 new buses, extending services and reducing fares. Thus was fulfilled one of the purposes of government: to provide service to the people.

This has been the story and a part of the history of one facet of San Diego, a part that will not be entirely forgotten for each era has left behind, inscribed in metal, evidence of its taking part in the building of a city, and each time one of the small metal discs, representing a fare, of such companies as California Southern, San Diego Electric Railway, San Diego Transit System, or others, turns up, then their contribution will be remembered.

= SALESMEN'S SAMPLES =
By Foster B. Pollack

Have you ever come across transportation tokens with a small hole near the edge of the token? If you have then in all probability they were salesman's samples. For me, it was a question of being in the right place at the right time.

I was fortunate enough to stop in to see Milton Dinkin of the Caro-Len Coin Co., a well-known New York token and medal dealer, when he was involved in the purchase of tokens from a long-retired former salesman for a token manufacturer. This was a huge transaction and took many weeks to consummate. True to his word Milton Dinkin called me and gave me first crack at buying some of the tokens. I was also given the following information on some of these tokens.

During the late 'teens and early twenties token manufacturers used to make up sample cards with their advertisements printed on them. These cards were pre-punched to fit several different size tokens which were then fitten in and wired to the card thru the hole near the edge of the token. This kept the token from falling out of the card. These "sample cards" were then handed out to prospective users of tokens as samples of the companies' work.

Then just after World War II, when wide-spread use of tokens came into being, new sample cards were made. But this time they made cards similar to the coin albums that have celluloid slides, with windows on both sides and a center slide pre-punched to fit the tokens. These were used by the company salesmen, mailed to prospective users, and given to some visitors who might be future users.

Almost all of these tokens are in brilliant uncirculated condition, and it is my personal opinion that these tokens should have a separate listing as "Salesmen's Samples." The following is a list of the tokens I was able to purchase:

Cal 575 M (1 hole on side); 575 N (1 hole on side) **; Cal 760 F (1 hole on side) **; Conn 85 C (1 hole on side); Conn 320 A (2 holes on top & bottom); Mass 550 A (1 hole on top); Mass 550 B (2 holes on top & bottom); NJ 115 D (1 hole on side) **; Pa 750 Y (1 hole on side) **; RI 700 E (1 hole on top); Tenn 690 E (1 hole on top).

A set of those tokens marked with ** has been donated to the AVA archives.

Braniff Airlines is building a one-mile electric monorail in Dallas, in connection with a parking lot. Top speed of its cars will be only 15 mph!

= FEBRUARY SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =

By Duane H. Feisel

ILLINOIS

Chicago 3150 (Reported by Philip Mandel)
HYDE PARK BANK & TRUST CO.
BT B 22 Sd Customer Parking Only \$0.25

MASSACHUSETTS

Gardner 3280 (Reported by George Wyatt)
CITY OF GARDNER, MASS. PARK FREE
A B 22 Sd Shop in Gardner Park Free (11/26/69-) .15

MICHIGAN

Grand Rapids 3370 (Reported by Michael Super)
OLD KENT BANK BURTON HEIGHTS
K B 22 Sd (blank)(circa 1969-) .25

Holland 3460 (Reported by DHF)
ATTAWA SAVINGS & LOAN ASSN. HOLLAND, MICHIGAN
A B 22 Sd (blank)(error in spelling of "Ottawa") .25
OTTAWA SAVINGS & LOAN ASSN. HOLLAND, MICHIGAN
B B 22 Sd (blank) .25

MINNESOTA

Anoka 3050 (Reported by Gordon Wold)
FRISKYS A & W DRIVE IN
A o B 23 Sd A & W Anoka Minn (circa 1967-68) .25

WISCONSIN

Milwaukee 3510 (ex-Unidentified 3040; location by A.H. Erickson)
WOODS VIEW INN GUEST PARKING
AJ B 23 Sd (same as obverse) .25
JEWISH COMMUNITY/CENTER/OF MILWAUKEE
AK B 23 Sd Parking/Token (propeller)(1/70-) .25
(The wording arrangement on WI 3510 H is as follows:
JEWISH / COMMUNITY / CENTER / OF MILWAUKEE)

MANUFACTURERS STOCK PARKING TOKENS

Group 3060 (Reported by Don Edkins and Joe Pernicano)
GOLDEN CIRCLE VALIDATED PARKING
C A 16 Ch (blank)(black printed letters) .15
D A 15 SI " " .15

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

Having been away for two weeks, the stack of mail I have to answer grew appreciably. Progress is being made, but since I expect another two-week trip in March things will pile up once more. Please be patient. I shall get around to answering every letter as time permits.

The Hyde Park Bank has a parking lot for customers, gate-controlled, that requires a token for exist. My inquiry to the bank at 1525 E. 53rd, Chicago IL 60615 resulted in a token but no information on its use.

The entry from Massachusetts is distributed in the usual type of merchants' parking validation plan where a token is given free with a minimum purchase, and then can be used for one hour meter parking. Thanks to George Wyatt, members of PTNIS will be receiving this token.

The Old Kent Bank and Trust has a long history of using tokens for exit from a gate-controlled customer lot. It is not known why they have changed to the smaller

size token, but it may be related to the fact that a neighboring bank uses the 25mm Parcoa style tokens. The bank is not willing to sell a quantity for PTNIS, but I did get a specimen from writing to the bank at 2001 S. Division Ave., Grand Rapids, MI 49507.

No information is at hand regarding the listings from Holland, Mich. I was able to obtain one specimen of the B token directly from the bank (245 Central Ave.). The A token carries the misspelling of Ottawa, and it is not known if these tokens are being used by the bank, or whether they were returned and replaced by the B token.

The Anoka listing was used as an exit token from a gate-controlled lot at a drive-in restaurant. There were problems in keeping the gate in repair, and it was finally removed and located at another drive-in restaurant. Gordon Wold was able to obtain 49 of the tokens, the remaining supply at the original user, and he has offered them to collectors in an ad which appeared in the October 1969 issue of THE FARE BOX. It is fortunate that this large a supply has survived.

The Woods View Inn is a motel located near the outskirts of Milwaukee in the vicinity of a veterans' hospital. According to information received, the motel is now using blank tokens since the supply of the listed token has disappeared. I have not been able to secure this token.

A new supply of tokens was recently received by the Jewish Community Center of Milwaukee, and the design is somewhat different from the earlier tokens. No tokens were obtainable for PTNIS since the Community Center has had difficulty in maintaining a sufficient supply for regular use.

The plain-colored Golden Circle tokens have been used in a promotional scheme related to the inception of this special type of meter in a town. A few of these tokens are mixed in with the regular tokens, and the lucky finder can redeem the special token for a merchandise gift. Needless to say it has not been possible to get these for PTNIS.

I have run into difficulties in obtaining a replacement supply of NJ 3885 C (the original batch was lost in the mails), but when they do arrive I shall be sending out all the tokens being accumulated for PTNIS members. Sorry for the delay, but the past several months have been lean ones, and it has not made sense to make the effort to get out a shipment when so little has been available to send.

= FEBRUARY NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

Several tokens again coming your way this month. We continue to have good fortune in obtaining new issues. First you will receive the new 30¢ New York City token, thanks to the efforts of Sam Ruggeri, as usual, in getting them for us.

Second you will receive Pa 263 A, thanks to those of you who offered help in obtaining a supply for us. Third we have word that the Landmark child token, from Washington, D.C., is on its way to us.

In coming months we shall be getting some English tokens from Ken Smith. He tells me that these tokens are now obsolete and have not been available to collectors until now. Last month you were sent three English tokens thanks as usual to Mr. Smith: England 590 CA CB CC, already listed in the Smith Catalogue. Those to be sent to you next month are also already listed.

This month I wish to welcome from Associate to Regular Membership, Mr. Kenneth M. Myer, of Worthington, Ohio...and from the Waiting List to Associate, Mrs. J.L. Groth of San Jose, California. Welcome aboard to both of you!

The Editor must announce with sadness the death, last April 22, of former AVA member C.B. Holcombe, of Burlington, Vermont. As Mrs. Holcombe writes, "Cyrus had a big correspondence with his hobby friends and enjoyed it to the fullest extent." Prior to his illness, Mr. Holcombe was a very active member, and advertised in nearly every issue of THE FARE BOX.

= FEBRUARY SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =
By Kenneth E. Smith

BRAZIL

Niteroi 500 (Reported by G. Fritz)
TROLLEY-BUS SERVE NITEROI
A o P 31 Sd Vale Uma Passagem (grayish white with red tint) \$0.50

EGYPT

Cairo 120 (Reported by Steve Album)
(Arabic letters = CAIRO PUBLIC TRANSPORT 1)
F o A 21 Sd (spoked wheel pierced by lightning) 1.00

ENGLAND

Gosport 335 (Reported by Donald Capper)
GOSPORT F BRIDGE
RJo Z 32 Sd (blank)(all letters incuse) 3.00

London 475 (Reported by K.E. Smith)(used 1836 to --)
LONDON & GREENWICH RAILWAY INCORPORATED XVIIth MAY MDCCCXXXIII
(TRAIN STEAMING OVER VIADUCT in center)
PNo Sv 38 Sd Free Life Ticket 7.50
POo Bz 38 Sd Directors Ticket 6.00
PPo Bz 38 Sd Engineers Ticket 6.00

Plymouth 590 (Reported by K.E. Smith)
PLYMOUTH CORPORATION TRAMS OR BUSES (ARMS)(NEW STYLE)
CFo C 25 Sd 1d. School (lime green) .15
(Plymouth has discontinued all school tokens)
PLYMOUTH CORPORATION TRAMS OR BUSES (ARMS)(WIDE LETTERS)
HAo C 25 Sd (vars.)(dark pink)
(An order of 590 BAS was accidentally made in dark pink and was returned
by Plymouth to the Woolen Co. (manufacturers) for restamping to 590 BCs)
(Previously listed on page 28 of English mimeographed sheets as BF and BG)
(var. a) has PLYMOUTH obverse over previous Plymouth obverse and 1½d over
the 1d. .60
(var. b) has PLYMOUTH obverse over the 1d and the 1½d over the previous
Plymouth obverse .60

English Unidentified 992 (Reported by G. Fritz and H. Bardes)
1d.. FARE
V o S 32 Sd (blank)(companion to 992 P, both probably World War I)
TWO-PENCE
W o K 20 Sd (many decker ferry boat)(probably used about 100 years ago)

FRANCE

Paris 660 (Reported by D. Capper)
BATEAUX DE LA SEINE (ROUNDED CORNERS)
AEo B Sq Ch St. Cloud et Suresnes (28mm) 2.00
(This is a companion piece to 660 N and there probably are two more
unlisted pieces in this set.)

SCOTLAND

Kilmarnock 570 (Reported by K. Smith)
WESTERN S.M.T. CO-LTD-
ADo C 22 Sd ½d. (white) .60
AEo C 22 Sd 1d. (red) .60

ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, 3rd edition 1970, price \$10. Special price to AVA members, \$7.50 postpaid (cloth-bound or loose-leaf). Delivery about April 20. 732 pages, thousands of illustrations.

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American Vecturist Assn. - P.O. Box 1204 - Boston, MA 02104

Advertisements in THE FARE BOX are free to A.V.A. members: up to 6 lines in every issue if desired. Simply write ad copy on a separate sheet of paper with your name & address (use postcard if possible) and send to the Editor. Ad must be submitted each month (don't send several at one time); and must be different each time. Auctions must not include tokens listed under 25¢ in any catalogue, whether singly or in groups, nor current tokens of any value. Please also write clearly and be sure the ad is understandable. Often I can't figure out what you are trying to say, and if I can't, I'm sure that the readers can't, either.

= APPLICATIONS FOR MEMBERSHIP =

- 1131 KATHERINE M. FINNEGAN - 147 E. 5th AVENUE - ROSELLE, NEW JERSEY 07203
Age 50; Housewife. Collects U.S. & Parking. (Hinde)
- 1132 AKSEL J. HANSEN - 3711 LINDEN DRIVE - KEARNEY, NEBRASKA 68847
Age 52. Collects all types. (Bolz)
- 1133 ALLEN CORSON - BOX 38-261 - MIAMI, FLORIDA 33138
Age 58; collects Florida. (Coffee)
- 1134 DOUG WATSON - BOX 112 - IOLA, WISCONSIN 54945
Age 30; Collects U.S. (Mishler)
- 1135 FORREST DUNHAM - 201 NORTH 107th - SEATTLE, WASHINGTON 98133
Age 45; Collects U.S. (Coffee)
- 1136 K.B. FORBES - TORONTO, ONTARIO
Age 44; Collects all types. (Coffee)
- 1137 WILLIAM A. JOLLY - 316 WEST 20th STREET - SCOTTSBLUFF, NEBRASKA 69361
Age 57; Collects U.S. & Canada. (H. Don Allen)
- 1138 FENWICK E. WHITNEY - 217 NORTH 12th - SAN JOSE, CALIFORNIA 95112
Age 54; Railroad Clerk. Collects all types. (Spofford)
- 1139 KENNETH R. BRIDGES - 228 GRAND, #9 - CHANNELVIEW, TEXAS 77530
Age 36; Collects U.S., foreign. (Coffee)
- 1140 DANIEL JOHN MACKINNON - 23 AVERILL PLACE - BRANFORD, CONNECTICUT 06405
Age 40; collects all types. (Mazeau)

CHANGE OF ADDRESS (* indicates contribution to Address Plate Fund)

- * Wayne G. Bamford - 4250 Mt. Henry Avenue - San Diego, CA 92117
- * J.A.W. Cassidy - 740 43rd Avenue - Lachine 610, P.Q. [new zip added]
- * Wendell J. Dillinger - 221 2nd Street, N.W. - Mason City, IA 50401
- * James M. Millard - 4004 S.E. 170th Street - Portland, OR 97236
- * Douglas Redies - 1714 13th Avenue, S.W. - Cedar Rapids, IA 52404
- Kenneth W. Snyder - 329 13th Avenue North - St. Cloud, MN 56301

= LAPEL PINS =

The Secretary has exactly seven left of the A.V.A. trolley car lapel pins. These are made of sterling silver, and are reproductions of the AVA official seal. A total of 200 were made. No more will be made. This is the last of them. The surface is a bit rough, but they are still a bargain at \$2.75 postpaid. Order directly from Donald N. Mazeau, Secretary - P.O. Box 31 - Clinton, CT 06413.

THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

NEW ISSUES EDITOR

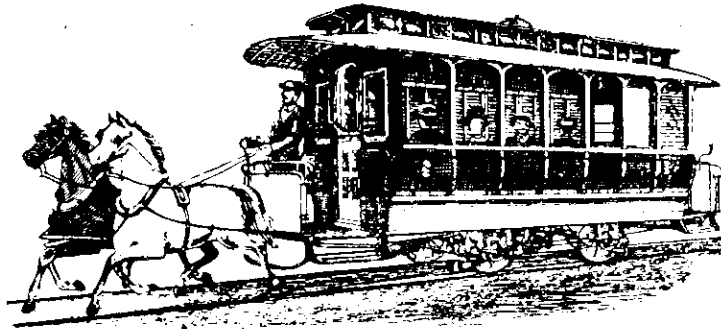
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Parking Tokens

DUANE H. REISER

P. O. Box 11661
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Volume 24, Number 3

MARCH, 1970

Our 273rd Issue

This issue goes to press on Shakespear's birthday, April 23. All copies of the new Third Edition of the Atwood Catalogue have been mailed to those who ordered them. If you haven't received yours yet, it should be getting there any day now. We've mailed both the loose-leaf copies and the bound copies. We had orders for some 600 copies from members. The books arrived here on Wednesday, April 15, after being held up about a week by the truckers' strike. There were 129 cartons of them, and three of us—the truck driver, a student of mine, and I, all worked mightily to get them hauled up to my apartment. I still have a sore back to prove it! We began mailing them out that afternoon, and within five days all orders had been shipped. It took several carloads to haul them to the local postoffice.

The printer shipped these books on April 1. Several jobbers had taken large quantities, and their orders were shipped by mail. Accordingly some dealers had their copies much earlier than I did, as mine came by truck. This is why some members saw copies on dealers' bourse tables before they received their own copies.

Incidentally, some members apparently have misunderstood about the loose-leaf copies. We only had a few made loose-leaf, as a special favor to advanced collectors who like to add in extra pages with new listings. It costs us more for a loose-leaf copy than it does for a buckram-bound one, because of this special treatment. Naturally we don't also supply a binder, but you can purchase a binder at any stationery store. We recommend the largest size available (3-inch rings). We still have a couple dozen unsold loose-leaf copies available at the same price as the bound ones, \$7.50 postpaid, and some of you may wish to order a loose-leaf copy. There will be no more loose-leaf copies made of this book, ever.

In a book of this size, containing so much detailed information, there are bound to be some errors and omissions. This is especially true when the whole thing was typed by one person, who then had to proof-read his own work (no vecturist being available to assist). We are now compiling a list of errors and omissions, and these will be published in THE FARE BOX later this Spring. You can assist by noting errors and sending reports of them to Ralph Freiberg. A few photographs also turned out too dark, although the vast majority are better than I had hoped. We used a new special process for photos in this book, which permitted us to include so many at a relatively small cost. Had we used the customary way of adding in pictures, the cost would have been prohibitive.



All catalogue numbers used in THE FARE BOX, including those in ads, must be those of the 1970 Atwood Catalogue beginning with the May issue. The April issue will be the transitional issue: you may use numbers from either catalogue (1963 or 1970); specify which, please.

Speaking of catalogues, watch for the announcement elsewhere in this issue about the new Car Wash Token Catalogue. Harold Ford and Duane Feisel have produced an excellent listing of these tokens. Some like to kid the California collectors about these car wash tokens, but actually they're a very interesting series. Most of them are big thick white metal tokens, quite handsome in appearance.

We have run off a new bunch of membership applications, with new information about the 1970 Atwood Catalogue. These are available to any member who can put them to good use. We expect to be taking in more members this year, and we hope each of you can sponsor one or more. (Postage always appreciated when you request application blanks, but is not necessary.)

Just received is a letter from Harry L. Strough (2703 Milam - Houston, TX 77006). Harry has been selected to handle the auction at the Dallas AVA Convention this year, and anyone wishing to put tokens in the Convention Auction (it will be a combination floor and mail auction) is invited to send them to Harry. The auction will be limited to tokens listed at 35¢ or more in any Catalogue. The deadline for tokens submitted for the auction will be June 1.

Which reminds me I forgot to mention a deadline last issue on the ballots for the AVA Constitutional Amendment. Make the deadline May 4. If ballots aren't received by the Secretary by May 4, they won't be counted. Ballots were mailed out with the January and February issues of THE FARE BOX.

President Ralph Hinde also makes the customary annual announcement at this time that nominations are in order for officers of the American Vecturist Association. Any member in good standing, 21 years of age or older, who has been a member at least 3 years, is eligible to run for office. Nominations must be submitted in writing to the Secretary, Donald Mazeau - P.O. Box 31 - Clinton, CT 06413. Deadline for receipt of nominations: May 25. Ballots will be mailed with the June issue of THE FARE BOX if there is a contest. Officers elected in August will serve for one year unless the constitutional amendment is ratified by 75% of the members voting, in which case said officers would serve for two years. Offices up for election are President, Vice-President, Secretary, Treasurer, and Curator.

Harold Ford, official Keeper of the Census, reports that because of the changeover of numbers from the 1963 Atwood to the 1970 Atwood, there will be no census published this spring. The census will appear in the Fall. The census is a list of all tokens of which ten or fewer are known to exist, and it is a vital tool in assigning values to the rare tokens.

We are awaiting details of the 1970 A.V.A. Annual Convention, and anticipate them momentarily. The Convention this year will be held August 14-16, at the Hotel Adolphus, in the Rose Room on the 15th Floor. This is one of the finest hotels in Dallas, Texas.

Just received is word that fares were increased in Victoria and Vancouver, B. C., to 25¢ cash. Tokens have been eliminated, effective April 1. Just before the fare hike, a thief stole \$3,600 worth of tokens from the Oakridge Transit Centre of B. C. Hydro, which would now appear to have been a lot of wasted effort.

Youngstown, Ohio, eliminated the use of tokens (Oh 990 B) on April 20 and instituted a 50¢ cash fare, plus 5¢ extra for transfer, plus 5¢ more if you ride beyond city limits. It looks as though the motto of city transit in some places is going to be "Float a loan to ride the bus." At fares like this, riding a bus is so expensive that going by bus will be a bigger status symbol than driving a new Cadillac.

= THE LACONIA STREET RAILWAY =
By Harold H. Young

For many years the Laconia (New Hampshire) Street Railway operated trolley cars the year around between Laconia and Lakeport, about $3\frac{1}{2}$ miles, and from early spring to late fall the run was extended to The Weirs (now known as Weirs Beach), a total of about eight miles. The Weirs was primarily a summer resort so it would have been unprofitable to try to operate cars to that point in the winter. Because of the seasonal nature of the operation, college and high school students were hired for extra help during the summer vacation months. My older brother, a student at Colby College, was a conductor in the summers of 1913 and 1914 and from that time I became interested in all angles of trolley operations. My hobby of token collecting stemmed from my larger interest in trolley lore in general.

In the heyday of the trolley, two cars took care of the winter operations between Lakeport and Laconia on a 20-minute headway. One of the cars in regular service was #19 which was a much better car than operated on most small-city lines. It had six long windows on each side with two cross seats opposite each window. It was a large, roomy car, impressive to ride and impressive to watch roll by. It was in active operation only about ten years. In the summer, cars ran to The Weirs every forty minutes until noon and every twenty minutes the rest of the day. Four cars were required for the twenty-minute schedule and the road had four double-truck open cars for the regular service and two single-truck open cars in reserve and for extra traffic. In 1919 two single-truck Birney cars were bought and two more were bought in 1920. These provided the base service but open cars were sometimes brought out on Sundays and holidays or on other special occasions such as the annual reunion of New Hampshire G.A.R. veterans at The Weirs in late August. This was the heaviest riding period of the year.

The last trolley car ran on August 9, 1925. The franchise was sold to a new group who instituted bus service. This was profitable for some time, especially as new routings were possible with the greater flexibility of the bus. However, operations went to pieces fast, beginning in the 1960's. I have not lived in Laconia, which was my home town, for many, many years but R. Lee Parent who ran the last trolley and then worked on the buses for over 20 years has kept me posted. I understand that present operations have been reduced to a couple of trips daily for school children.

As in most other communities, fares were originally five cents. Then they went to six cents, the rate in effect when my brother was a conductor. Then went to 7¢ in 1917. The only cut-rate tickets were for workingmen and school children. However, when cash fares went to ten cents on August 1, 1919, the company instituted a cut-rate of five tickets for 40 cents. At first strip tickets were used, but these were supplanted in November, 1919, by the brass metal tokens (NH 520 A). An additional supply was needed during World War II when there was a shortage of brass, and steel was used for these (NH 520 B). The brass and steel tokens were used interchangeably. When the Birney cars went into operation they were equipped with Johnson fare boxes. When two-man cars were pressed into operation, the conductors used Rooke registers, a fare-registering device which the conductor held in his hand.

I am advised that when the most recent owner of the bus line acquired it, he threw away all tokens on the local dump. Apparently he still gets letters from collectors around the country trying to get tokens, but these letters are in vain for the Laconia Street Railway tokens have joined the list of tokens where the main supply has been destroyed and new collectors will be fortunate, indeed, to locate any.

= BIG BATS MEETING SCHEDULED FOR MAY 17 IN SAN JOSE =

The Bay Area Token Society will hold its next gathering at the home of Joyce Groth (343 Indian Broom Drive, San Jose, CA 95111) on Sunday, May 17. As usual, all token collectors in the Central California area are invited to come. Meetings are informal, and there is no business meeting to detract from the pleasure of swapping and talking.

= NEW YORK SUBWAY TOKENS NOW ALSO USED IN CANADA =

Larry Gingras, a former member of the A.V.A., reports that the brass 16mm New York City subway tokens used until a few months ago in subway turnstiles in New York, are now also being used as \$1.00 tokens at Harrison Hot Springs, British Columbia.

The token, listed as NY 630 AN in the 1963 Atwood, and as NY 630 AO in the 1970 Atwood, is now being used for admission to the steam room of the health pavilion at "The Harrison" hotel. According to Mr. Gingras, in 1969 the manager of the hotel pondered the use of special tokens for use in steam room meters. He abandoned the idea, however, when he learned that the cost of dies alone for special tokens would be \$500.00. Accordingly, during a business trip to New York City a short time later he simply purchased a quantity of New York subway tokens at 20¢ each, took them back to Harrison Hot Springs with him, and proceeded to sell them at \$1.00 each at the front desk or in the pavilion, for use in steam room meters!

Thus we have a truly international token here, and collectors of Canadian numismatic material will, of course, require this token in their collections even if they are not vecturists. And as for vecturists, the obsolete nature of the 16mm New York subway token may now be considered only partially true.

= NEW FINDS =

I expect we shall have more and more reports of new finds as the summer comes upon us. Harold Ford leads off this month with the find of the extremely rare BUS N BUS (Mich 65 H, 1970 Atwood). This makes 3 of them known.

Kenneth Smith reports he just obtained 32 different old Hamburg, Germany, gate tokens. Of the 32, he needed 30 of them in his collection. These ancient gate tokens are among the most interesting tokens of any type, and they are all quite rare.

Joe Kotler writes us from Eilat, Israel, and includes news of some new finds:

"I picked up a Switzerland 360 B in the mail for a fair price. In an Israeli coin shop bought a celluloid tramway token from Alexandria, Egypt, as yet unlisted. Also have a photograph of a token used on a horse carriage in Eretz-Israel during the Turkish occupation. Incidentally I recently saw vecturists Odesser, Bram, and Mishler, with the tour of the American-Israel Numismatic Association."

If you have picked up a census token recently, please write the Editor and share the news of your good fortune. We need the encouragement!

= THE "NOB KODIAK" TOKEN =

Gerald Sochor has a WM 26 Sd token inscribed simply "NOB KODIAK" on both sides. Curious, he contacted the Navy Department through his Congressman. The information he received back is interesting. Capt. J.W. Clinton, Director, Community Relations Division, Navy Dept., wrote this:

"The tokens...were distributed by the Naval Supply Systems Command to ships and overseas stations for use during a short money period. The tokens were used in place of regular currency in a manner determined by individual commanding officers. Naval Operating Base Kodiak was in existence from 1942 to 1950."

But a follow-up letter from Captain Clinton, dated two days later, was more to the point:

"I regret that Naval Station Kodiak was unable to locate any documented evidence concerning the official use of the tokens. However, rumor in Kodiak indicates that the tokens were used by military personnel traveling on a bus between the installation and the town."

We need more than rumor to list a token, but perhaps a little intense investigation by someone would find the proof that the "NOB KODIAK" token was, indeed, a bus token. It is not a rare token. There are several of them around.

= BRITISH PASSENGER TRANSPORT EXECUTIVES ISSUE FIRST NEW TOKENS =

By Donald Capper

Since an act of Parliament in 1968, the formation of four groups of Passenger Transport Executives (P.T.E.) has been progressing over the past twelve months. The P.T.E.'s are partly under government control, and are said to be semi-state owned or nationalized, but this is more of a political matter. The four groups are made up by the amalgamation of two or more municipal transport undertakings, as follows:

Group One: TYNESIDE PASSENGER TRANSPORT, consolidating the former Newcastle Corporation (*) and South Shields Corporation (*).

Group Two: MERSEYSIDE PASSENGER TRANSPORT, consolidating the former Birkenhead Corporation, Liverpool Corporation, and Wallasey Corporation (*).

Group Three: WEST MIDLANDS PASSENGER TRANSPORT, consolidating the former Birmingham Corporation (*), Walsall Corporation (*), West Bromwich Corporation (*), and Wolverhampton Corporation (*).

Group Four: SOUTH EAST LANCASHIRE & NORTH EAST CHESHIRE PASSENGER TRANSPORT (SELNEC), consolidating the following corporations: Ashton, Bolton, Bury (*) (+), Leigh (*), Manchester (*) (+), Oldham (+), Ramsbottom Urban District, Rochdale (+), S.H.M.D. Transport Board, Salford City Transport (*) (+), Stockport (+).

Note * Municipal Transport Departments issuing fare tokens at the formation of the P.T.E.

Note + Municipal Transport Departments issuing fare tokens or using tokens as a member of the MANCHESTER AREA TOKEN POOL, when the SELNEC P.T.E. was formed.

Many changes are now rapidly taking place week by week. New fleet liveries have been noted, and new ticket sets are in issue by each executive. On March 1, 1970, the long-awaited first new token appeared issued by the SELNEC P.T.E., and shows that tokens may still have a future in the operations of the new authorities:

CONCESSIONARY FARE SELNEC (in monogram)

Cy 25 Sd (same as obverse)

[This token is issued only to senior citizens as a 6d. fare.]

A close watch is being made in each area for new token issues, as this token is expected to be the first of many new tokens to be issued over the coming months.

= VECTURIST GATHERINGS SCHEDULED FOR MAY IN NEW YORK AND PHILADELPHIA =

The North East Vecturist Association has scheduled one of its popular "Mini-Conventions" for Saturday, May 9 at 10 a.m. at the Piccadilly Hotel in New York City. This will be a luncheon meeting at the hotel buffet, and a large crowd of collectors is expected. John Coffee will tell the story of how the new catalogue was put together, among other things. Please write Ralph Hinde in advance if you plan to come.

The Delaware Valley Vecturists plan a meeting on Sunday, May 24, at the Robert Morris Hotel, 17th & Arch Streets, Philadelphia, Pa. All token collectors are invited, and things will begin to happen about 1:30 p.m.

MARYLAND

Salisbury 840 (Reported by Alan T.C. Weighell)

SALISBURY'S BUS LINE (BUS, type 3)

A WM 23 B1 Good For One Fare (bus) (2 slots) (* 1959) \$0.15

NEW JERSEY

Pleasantville 710 (Reported by Dr. George J. Fuld)

ATLANTIC CITY EXPRESSWAY (FLAG) [obverse wording incuse]

A B 26 Sd One Fare Phila Atl City f (map) (* 1970) ["One Fare" incuse] .25

[Tokens are only good from September 10 to June 1.]

NEW YORK

Niagara Falls 640 (Reported by Paul Sauve; Location by A.D. Jordan)

N.F.B. COMM.

G B 16 N (same as obverse) [Niagara Falls Bridge Commission] .15

TEXAS

Bastrop 55 (Reported by Harry Strough)

ERHARDS FERRY 5¢

A o B 23 Sd (blank) ["Erhards Ferry" is incuse on obverse] 5.00

BASTROP BRIDGE COMPANY 10

B o B 24 Sd (blank) [obverse inscription is incuse] 3.50

BASTROP BRIDGE COMPANY 25

C o B 28 Sd (blank) [obverse inscription is incuse] 2.00

= NOTES BY RALPH FREIBERG =

When Mr. Weighell reported the Salisbury, Md., token to us we wrote the company and learned to our surprise that the token had been put in use back in 1959! From notes in my files I see that the Salisbury Transit Co., Inc., was taken over by the City of Salisbury in the latter part of 1958. So the token apparently was issued right after the City took over the line. We were informed that the tokens sold at 2 for 25¢ and we were able to buy a supply at that price for the New Issues Service. However I am uncertain if the tokens are now in use at that price, or if they are obsolete, but sold to us at the last price at which they were used. So here's a token that was in use eleven years ago and it took us that long to learn about it. It pays to ask questions.

It is difficult to describe the Atlantic City Expressway token. The obverse is the insignia for the Expressway, and the reverse has a sort of map design. Although this expressway runs from Philadelphia to Atlantic City, the token is only good in the exact change lanes at the Pleasantville toll plaza, and it is only good for that portion of the highway between Atlantic City and Pleasantville, about 5 miles long. The tokens are not good in the summer months: they are good only from September 10 to the following June 1. I assume the tokens will be taken out of circulation from June to September, and then put back into use again September 10, 1970. Perhaps it will all depend on how these exact fare lanes work out. This token was made by Franklin Mint, so it has the small "f" which is their trade mark, or mint mark. It's possible, as time goes by, that Franklin Mint will be making more and more transportation tokens. They made a parking token from Darby, Pa., as well as most of the Nevada gambling tokens and the Shell Oil tokens.

We described the Niagara Falls token in the November Fare Box and Dave Jordan came up with the correct location. Incidentally, it was also Dave that learned the correct location for the garbage token we had listed as a maverick, and he also discovered the second of the two garbage tokens. The New Issues Service was unable to get a supply of the NY 640 G. But any collector can try his luck by sending a dime to the Niagara Falls Bridge Commission +SAE, and describe the new token you want.

In addition to the Rainbow Bridge, the Niagara Falls Bridge Commission also operates the Whirlpool Rapids Bridge and the Lewiston-Queenston Bridge. We assume the token is used on all three bridges, for pedestrians. I have no idea how many of the new tokens were made. It may have been a very small order.

Bastrop is on the Colorado River, about 25 miles from Austin. There are several of the 55 C tokens around, but the B token is still in the census category. However, more of them could turn up so we kept the price down a bit. Chester Erhard took over the Bastrop Ferry from the previous owner, R.S. Green, and a bridge was built about 1890. So the ferry token was probably used in the 1880's.

With respect to the New York City token listed in the January Fare Box, I still don't have as much information as I would like to have. The 28mm token had been made by Osborne Coinage Company of Cincinnati, and it may be that Osborne also made some of the new 23mm ones. Meyer & Wenthe of Chicago may also have made some, and perhaps two manufacturers would explain two different dies. Anyone who can clear up the mystery of the manufacturers of this token, please let us know.

Incidentally, I'd like to clear up a couple of discrepancies which appeared in the articles on San Diego in earlier Fare Boxes this year. The date for the last streetcar in San Diego, as given in the new catalogue, is correct. It was not 1948, as stated in the article. Also, there was an election in 1966 there, but the City of San Diego didn't take over the system until July, 1967, as stated correctly in your new catalogue.

Every once in a while I get a report of an amusement ride token with a request that it be listed. However, it should be noted, as stated in the Introduction to the 1970 Catalogue, that amusement ride tokens are only listed if they include wording to the effect that they are good for a ride. Otherwise we don't list them; they could also be trade checks or something. This is why we removed the F.H.G. token from the Philippines.

= MARCH NEW ISSUES SERVICE REPORT =
By John G. Nicolosi

This month you will receive 4 tokens: two from March and two from February held over for one mailing. You will be getting NY 630 AS, Pa 263 A, NJ 710 A, Md 840 A. All members, regular & associate, will receive these 4 tokens. I want to thank Dr. George Fuld for getting the NJ 710 A's for us. I regret that the Landmark Services child fare token still has not arrived. They've had my check since December, and a long-distance call two weeks ago secured a promise that they would put them into the mail right away. Eventually we'll have them for you.

I regret that if I don't hear from some of you members with debit accounts, I shall be forced to drop you to make room for those on the waiting list. I'm going to start dropping you debit accounts one by one, like hot potatoes. Sorry, but that's the way it will have to be. This is your last chance to stay on the list if your account is in the red.

This month I want to welcome Dave Jordan to regular members. We promote Bob Sellards from the waiting-list to Associate Member status. Good collecting to both of you!

= SOUTHERN CALIFORNIA COLLECTORS TO MEET MAY 17 =

The next California Association of Transportation Token Collectors meeting will be held Sunday afternoon, May 17, in the home of Mr. & Mrs. Jim Wassel - 11437 Sunnysbrook Lane - Whittier. Visitors and any AVA members in the Southern California area are invited to attend. For the benefit of AVA members who may be vacationing in Southern California this year, our meeting dates for the balance of 1970 are July 12 in the home of Mr. & Mrs. F. Gordon Smith, Oceanside. September 13, a picnic probably in Travel Town, Los Angeles. November 8 in the home of Mr. & Mrs. Bob Ritterband, Los Angeles.

= MARCH SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =
By Duane H. Feisel

CALIFORNIA

Marina Del Rey 3500 (Reported by Bob Ritterband)

MARINA DEL REY

A B 25 Sd County of Los Angeles \$0.50

Santa Rosa 3845 (Reported by Paul W. Sauve)

D TOWN SANTA ROSA (BUILDINGS)

B A 22 Sd Parking 5¢ Bus (1970-)(colored blue) .15

ILLINOIS

Chicago 3150 (Reported by Bob Coney)

OHIO - LA SALLE SERVICE STATION GOOD FOR 10¢ IN TRADE (OVER)

BUo A 25 Sd On Brakes Greasing Washing Parking Tires-Tubes Repairs
(used before 1950) 3.50

PENNSYLVANIA

Philadelphia 3750 (Reported by LeRoy Braun)

MEMORIAL HOSP. ROX. PA.

M Bz 25 Sd Automatic Gate (gate)(1968-) .25

Punxsutawney 3790 (Reported by John Bartunek)

PUNXSUTAWNEY PARKING AUTHORITY

A B 22 Sd Good Only in Parking Lot Meters (1/1/68-) .15

SOUTH DAKOTA

Rapid City 3780 (Reported by Gordon Wold)

ST JOHN'S McNAMARA HOSPITAL RAPID CITY SO. DAK.

B B 25 Sd Good For Parking Only .25

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

Marina del Rey is a large marina located in the County of Los Angeles, and not part of the city. Marina del Rey consists of about 3 or 4 square miles of area right on the Pacific Ocean, and surrounded on three sides by the City of Los Angeles. Parking areas are provided for which the gate-controlled entrance fee is 50¢ cash or a token. Thanks to Bob Ritterband for finding out how the tokens are used and for obtaining a supply of the tokens for distribution among PTNIS members.

A new token has been put into use in Santa Rosa, and it is a bit different in that it is made of aluminum which has been colored blue by anodizing. The merchants of down-town Santa Rosa give tokens to customers when a minimum purchase has been made. The tokens can be used in payment of parking meter fees or of bus fare. Thus this token could logically be included with transportation tokens. The city is willing to sell the tokens at 25¢ each; the reasoning is that tokens sold to collectors are removed from circulation. Rather than handling these through PTNIS, you may obtain the token by sending 25¢ and SAE to the City of Santa Rosa, Calif., Parking & Transit - P.O. Box 1678 - Santa Rosa, CA 95403.

Note that the new listing for Chicago covers quite a bit of territory. It also fits into the field of car wash tokens. There is still an Ohio-La Salle Service Station in Chicago, but a call to the present owner revealed that no tokens were on hand, and that they must have been used more than 20 years ago since that is how long he has owned the station. This may turn out to be a very scarce token.

The new Philadelphia listing is used at the Memorial Hospital, located in the Roxborough district. A new medical building is connected to the hospital, and the tokens are given to patients visiting doctors in this new building to provide exit from the parking lot. A supply of these tokens has been obtained for PTNIS distribution.

The town made famous by the ground hog has parking meter tokens which are dis-

tributed by merchants to their customers for free parking. It has not been possible to obtain any quantity of these tokens for PTNIS, but you may be successful by writing.

Writing for the new Rapid City listing is another matter, as you will probably never receive an answer. The tokens are current, but the hospital declines to let any of them go to collectors. It is assumed that the tokens are used for exit from a gate-controlled parking lot, and perhaps given to volunteer workers, clergy, etc. Needless to say, but no tokens for PTNIS.

It is expected that a shipment of tokens will be made to PTNIS members in April --finally! At least the number of tokens involved makes all the time and effort required to make a shipment worthwhile.

When the Anoka, MN, parking token was reported here in THE FARE BOX in February, it was indicated that the entire supply of the user had been obtained. This is not quite true as I finally received two tokens in response to my \$1 and stamped envelope inquiry of several months ago.

Lately I have been involved with quite a bit of business traveling, and more is coming in May and June. This has delayed progress on the new edition of the parking token catalogue, which really doesn't matter too much since I can foresee being able to make a concentrated effort in the months ahead, so that we should have the new book by the end of 1970. However, the problem of having enough time to answer token correspondence is now greater than ever. Patience, please.

= DITTMORE'S LIVERY OF MENOMINEE, MICHIGAN =

The Editor recently acquired Mich 630 A, and seeing the token inspired me once again to see if I could learn something of its origin. Many years ago we ran an article about Dittmore's livery, but I could never find out what was meant by the notation "Not Good to Ann Arbor Boats" on the token. Ann Arbor is inland, while Menominee, in the Upper Peninsula, is on the west side of Lake Michigan.

Finally, after writing the Public Library in Menominee, I was put in touch with a historian who lives in Escanaba, Mich, who knew something about Gus Dittmore.

Gus Dittmore, it seems, came to Menominee from Manitowoc, Wisconsin, in 1870. He was in the livery stable business by the 1880's we know from City Directory listings, and his stable was situated near the Menominee Hotel. He had 25 to 30 horses and fine funeral equipment, as well as a bus (horse-drawn) which provided daily service between depots and hotels. "Ann Arbor Boats" refers to the boats operated by the Ann Arbor Railroad across Lake Michigan. These boats landed at a dock about a mile from downtown Menominee, and Gus Dittmore wanted it understood that his token would not pay for a ride all the way to the Ann Arbor boat landing. People going to Detroit, Ann Arbor, and Toledo, would ride these boats across the lake, and board the trains of the Ann Arbor Railroad on the other side of Lake Michigan.

Gus Dittmore sold his livery equipment and horses in 1918, when the business was obviously dying. The following year his son George Dittmore came home from the war, and the two of them bought a fleet of used Yellow taxicabs, and operated them until Gus died, after which George ran them.

= WARREN, OHIO, TOKENS DUMPED INTO CEMENT MIXER =

John Bartunek reports that the Warren Transportation Company, wanting to get rid of mutilated and obsolete steel and zinc wartime tokens, dumped them into a cement mixer which was preparing cement for a retaining wall being built on one side of the ramp leading into the bus garage. Recently some of these tokens have been showing up in fare boxes with the cement still embedded in the center. Apparently boys have been chipping them out of the wall and using them! This line went out of business on April 10, 1969, but two weeks later the Zone Cab Company was persuaded to operate a limited bus service in Warren. They are now negotiating the purchase of several Mini-Buses to extend the service on a more permanent basis.

= MARCH SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =
By Kenneth E. Smith

ENGLISH TRANSPORTATION COMPANY EMPLOYEE CANTEEN TOKENS
(a short list by Kenneth E. Smith; worth 15c each)

Dewsbury 5242

Y.W.D.T. CO. LTD. BUSMENS CANTEEN

A o C 26 Sd ½d. (green)
B o C 26 Sd 1d. (red)
C o C 26 Sd 1½d. (yellow)

Manchester 5500

MANCHESTER CORPORATION TRAMWAYS CAR WORKS CANTEEN

A o C 26 Sd 4d (pink)

Wallasey 5805

WALLASEY CORPORATION MOTOR BUSES

A o C 26 Sd Canteen (white)

GERMAN TRANSPORTATION COMPANY EMPLOYEE CANTEEN TOKENS
(worth 50 cents each)

Frankfurt a/M 5330 (Reported by G. Zerbes)

FRANKFURT a M STÄDT STRASSENBAHN (GERMAN EAGLE)(NICKEL-PLATED)

A o Z 23 Sd Gut Für Eine Flasche Selterswasser (bottle)(octagon shape)
B o Z 24 Sd (like A, but from different dies)

Gladbach 5347 (Reported by R.M. Brown (A), and C.T. Heaton (B))

STÄDTISCHE STRASSENBAHNEN M. GLADBACH (21mm)

A o B Oc Sd Limonade
B o A Oc Sd Selters Wasser

Köln 5464 (Reported by G. Zerbes)

KÖLN SOZIALWERK DER D(eutschen). B(undesbahn). BEZIRK (large 20)

A o C 28 Sd Erfrishe Dich Mit Selters Sprudel Augusta Victoria (statue)

GERMAN RAILROAD RESTAURANT TOKENS (worth 50 cents each)

Köln 4464 (Reported by G. Zerbes)

HAUPTBAHNHOF KÖLN 100 MARK

B o B 45 Sd 100 Mark

Nurnburg 4740 (Reported by F. Pollack)

GENOSSENSCHAFTS- SAALBAU (STAR) RANGIER BAHNHOF -NURNBURG

A o B Oc Sd (same as obverse)(22mm)

FRENCH RAILROAD RESTAURANT TOKENS (worth 50 cents each)

Arvant 4130 (Reported by K.E. Smith)

MARCEL BROS REMBOURSABLE EN MARCHANDISE

A o A 25 Sd 10c. (used in railway station restaurant)

Tille 4860

GARE D'IS -SUR-TILLE CÔTE D'OR 5c-

A o B 21 Sd (old steam engine)

GARE D'IS -SUR-TILLE CÔTE D'OR 1 F-

B o WM 21 Sd (old steam engine)(Reported by W.L. Mason, Jr.)

TT's for Exchange: send 20 diff. of yours and I'll return 20 diff. of mine. Also will sell 50 diff. from at least 38 diff. states for \$7.00 postpaid.

Roice V. Rider - 1523 Bailey St. - Lansing, MI 48910

FOR BEST OFFER: 1 telephone slug; 1 Hickey Bros.; 1 parking token; 1 cigaret token; 4 diff. tavern tokens; 1 James Pepper; 1 Woodmen of World (coin test); 2 others with number only. = Arthur W. Allen - 1623 1/2 Harrison - Davenport, IA 52803

MANITOBA 900 E for sale for \$10 cash. First check takes. +SAE please. Texas 1000 B thru I (8 diff. tokens) 75¢ per set postpaid (please send addressed envelope; no stamp necessary). J.M. Coffee - P.O. Box 1204 - Boston, MA 02104

AUCTION: Vt 150 A; Pa 985 D E; Del 900 A; Cal 575 Ab; Ohio 175 Z; Okla 590 D; Alas 300 E G, 450 H. = George H. Wyatt - Skylark Lane - Lunenburg, MA 01462

HAVE WILKES-BARRE COIN CLUB token for trade. Will trade for any other token having trade value of 25¢. Will trade in depth, roll for roll. (paid)

G.R. Picton - 183 Hanover St. - Wilkes-Barre, PA 18702

Have 25¢ car wash token: SOFSPRA SANS SOUCI PARKWAY WILKES-BARRE NANTICOKE H'WAY for trade. Many trades available. Will also trade in depth. Roll for roll.

G.R. Picton - 183 Hanover St. - Wilkes-Barre, Pa 18702

FOR SALE: Mfg Sample Group #101 A B E D F, 25¢ each; C \$1.50; G \$2. Cal 895 H I J L M N O S, 25¢ each. Cal 575 R 40¢; 745 V 35¢; Mich 560 P 50¢; Fla 930 D 25¢; Ohio 35 D 50¢; Ky 510 BU 45¢; Cal 760 J \$2.50; N. Scotia 100 N 25¢; Cal 835 J 35¢; England 820 DE 30¢, 590 CF 25¢; 840 AA AB AC AD 25¢ each; AE 30¢; 865 BK BL 25¢ each; 235 AL 35¢, 590 CA CB 20¢ each. = J.G. Nicolosi - 3002 Galindo St. - Oakland, CA 94601

NEVADIANA WANTED: merchant tokens, store cards, mirror cards for both advertising and in denominations, medals, Masonic pennies, metal hunting licenses, transp. tokens and scrip of Nevada, all wanted by private collector. Will buy or trade. Have many out-of-state pieces for trade.

Harold V. Dunn, Jr. - P.O. Box 114 - Carson City, NV 89701

FOR SALE, CASH ONLY: official N.E.N.A. 25th Conference token used for chartered bus for historical tour. \$2.50 fare, B Oc Sd. Price \$1.25 + SAE. (Will not be listed in Atwood) = Elliott Goldberg - 10 Earnshaw St. - West Roxbury, MA 02132

FOR SALE: \$1 for any token: Ala 800 F; Ark 975 A B; Ariz 80 F; Cal 275 B (dia.), 275 B (no dia.); Conn 290 C; Fla 380 D, 610 B, 880 H; ND 960 A; RI 520 A, 520 A (Sv-plated); Wash 840 D. Please send 6¢ stamp in case your token is gone.

Morton H. Dawson - 182 Whiting Lane - West Hartford, CT 06119

FOR SALE: Okla 640 A (Nichols Hills) at \$2.00 each. Have one double struck for \$10 and two thin planchet for \$5 each. One set of Afton, Indian Territory - 1¢ 2¢ 5¢ 3¢ 10¢ 25¢ 50¢ \$1 - only \$85.00.

Del Ford - P.O. Box 53126 - Oklahoma City, OK 73105

BEST OFFER, TRADE OR CASH: 190 passes from Cleveland Ry. Co. all different 1933 to 1945. Weekly, holiday & Sunday passes. I want mirror cards, safe driver awards and cigar bands. = Ross Thorpe - 181 W. Chalmers Ave. - Youngstown, OH 44507

HAVE 1000 DIFF. TT's for sale at \$120.00. Also want to trade TT's for old brewery items, beer & saloon tokens, trade tokens, obsolete scrip, broken bank notes & R.R. tokens. = Ken Bassett - 502 Carson Road - Ferguson, MO 63135

DISPOSING OF ENTIRE COLLECTION of transfers, tickets, schedules, and related paper transit items. Cost of postage only expense. Send minimum of 50¢ and list categories you're interested in and I'll ship you a bundle of items in them as long as supply lasts. Some maps of transit companies & postcards included in this deal.

Harry R. Porter - 1042 Bardstown Road - Louisville, KY 40204

I NEED THE FOLLOWING tokens from Calif: 110 D, 205 G, 300 B C D G, 320 C H, 630 F, 715 L, 825 B, 895 E F, 925 A, 945 D E I L.

Robert Misdorn - Box 731, Pamrapo Station - Bayonne, NJ 07002

NOUASSEUR, MOROCCO: have an old brass 5¢ token from this former American air base. Offers invited, preferably scarce foreign transport tokens. Taking orders for your metal or plastic personal tokens. Get the best; horsecar or trolley design.

Yosef Kotler - Shikun 1137/13 - Eilat, ISRAEL

HAVE A NUMBER OF trade tokens and lunch tokens to trade for TT's or PT's. Also willing to trade Mercury dimes and Roosevelt "S" dimes and Washington "S" quarters for tokens. Have Sunoco series One and Two to swap for tokens.

Joe Pernicano - 58 Sonia Lane - Broomall, PA 19008

I HAVE A LARGE NUMBER of NASA reports dealing with space, travel, medicine, planets, etc., which I would like to trade for TT, PT, or other tokens. Write for details. Still available: list of parking tokens for sale for postage.

Sam Ruggeri - 1018 S. Carley Ct. - No. Bellmore, NY 11710

FOR TRADE: Iowa 110 C, 150 B; Kans 30 A; Ky 520 A; Md 60 J U V AN; Mass 550 P; for INDIANA tokens I can use in my collection (only).

Jack R. Smith - RR 1, Box 207 - New Palestine, IN 46163

CONN 3250 A Ba Bb as a set to the first check for \$4.50 + SAE. *A Catalogue of Telephone Tokens of the World* \$3.00 postpaid.

Paul Targonsky - 23 Harrison St. - Meriden, CT 06450

MAIL BID: Ohio 175 Z; Md 300 A; Minn 540 I; Pa 25 D, 495 I J; Wis 430 F; Sweden 300 B; Germany 280 B; Cuba 480 H; Turkey 400 RA; Wis 220 E. Also green merchants bridge ticket Good For 5¢ Illinois Residents, Muscatine Bridge Corp., used about 1930. Will consider token offer on mail bids first, as I am a collector.

Glen Williams - 504 E. 10th St. - Fond du Lac, WI 54935

WANTED: TIMETABLES and SCHEDULES of bus companies listed in Atwood's Catalogue. My personal token for the asking.

E.L. Tomberlin - 68 Oakes Blvd. - San Leandro, CA 94577

WANTED: Washington TT's and all tax tokens. Finally talked my wife into starting a hobby. She would like to hear from any collectors of parking tokens. Have available Wash 3780 J. Write Deanne Vogel same address as

Ed Vogel - 404 Waters Road - Castle Rock, WA 98611

A KEY TO THE NUMBERS CHANGES IN THE THIRD EDITION OF ATWOOD'S CATALOGUE OVER THE SECOND EDITION. Price \$1.00 postpaid. This key will save you many, many hours of work checking through both editions plus the Supplements and the past year of The Fare Box.

Paul Targonsky - 23 Harrison Street - Meriden, CT 06450

1969 A.V.A. CONVENTION TOUR TOKEN, price \$2.00. Not many are left so get yours now and don't be left out! Stamp appreciated.

Dave Jordan - P.O. Box 92 - Flourtown, PA 19031

SALESMEN'S SAMPLES for sale (see article February Fare Box): Calif 575 N, 760 F, NJ 115 D, and Pa 750 Y all in Unc. condition; \$1.50 each or all 4 for \$5 while they last. Also RARE telephone NY-2 at \$10 and Conn-2 at \$6 +SAE.

Foster B. Pollack - 645 West End Avenue, 3B - New York, NY 10025

LOOPED TAG IN FORM OF CABLE CAR, marked Powell and Mason Sts., Municipal Railway, 509. Woman boarding car and 3 people seated inside. Reverse: Worlds Famous Cable Car, on turn table, San Francisco, Calif., by Stephen J. Rossi. Appears to be sterling. Best offer in cash or TTs.

Al Zaika - P.O. Box 65 - Bellmawr, NJ 08030

FOR SALE: New Historical Post Cards on Transportation. Railroad Series, 10 cards; trolley cars, 10 cards; and New York State "Finger Lakes Steamboats," 12 cards. For order form and prices write:

Robert M. Brown, Jr. - 220 S. 13th St. - Harrisburg, PA 17104

FOR TRADE: one brass Stockton, Calif. "Good For 5¢ A. Chiorini - The Bohemian" for first Calif 945 L received. -Special Thanks for all personal tokens received for the NEVA collection-

John H. Wilcox - Letter Carrier Rte. #103 - North Brunswick, NJ 08902

FOR SALE: Only one batch of 250 different transportation tokens \$45.00 postpaid. Mass pattern 998 B for \$10.00. Missouri pattern 998 O for \$12.00. Nev 100 B at \$2; Pa 495 G at \$6.00.

Ralph A. Hinde - 225-30 106th Ave., Queens Village - Jamaica, NY 11429

MILITARY TOKENS FOR SALE. Send for free list of tokens for sale.

R. Baskette - P.O. Box 122 - Lakeland, FL 33802

PUEBLO, COLO 3760 A or B. Will trade for any merchant token with city & state or any PT + SAE. Limit 2 per person each token. Limited supply.

Robert Gaarder - 1041 Alexander Circle - Pueblo, CO 81001

ALL DIFFERENT TRANSPORTATION TOKENS (my choice): 100 diff. for \$10.50. 200 diff. for \$24. 300 diff. for \$42.50. Postpaid in 2x2 kraft envelopes.

Ken Hayes - 2589 Darwin St. - Hayward, CA 94545

FOR TRADE: NY 3435 B; Ind 3660 A; Ohio 520 A & B.

Robert Kelley - 6315 Parkview Circle - Mason, OH 45040

WILL TRADE #9204 green Whitman folder of 146 diff. Lincoln pennies. No 1909-S or SVDB, no 1910S, 1914D, 21S, 22D, 22plain, 24D, 26S, 31S, 55dbld date. For either parking tokens of TT's. Send your list.

Harold E. Mayland - 152 Parkview Drive - Union, NJ 07083

UNITED KINGDOM TT's available from England, Ireland, Scotland, and Wales. Many tramway items, all undamaged items. 100 for \$10; 50 for \$5. Postpaid ship mail. Send cash or international money order.

Donald Capper - 14 Acresfield Ave., Audenshaw - Manchester, ENGLAND

MAIL BID SALE: Pa 15 E, 320 A, 495 A F G H, 745 B; Ky 510 C; Mich 470 A; Minn 730 C D, 760 F, 790 A; NM 430 B.

Bernard Yagodich - 345 Corrine St. - Johnstown, PA 15906

CATALOGUE OF WORLD TRANSPORTATION TOKENS & PASSES except North America. First edition 1967 at \$5.00 either bound or unbound. Please specify which. Make check or M.O. payable to Kenneth Smith. Autographed if desired. Order directly from:

Kenneth E. Smith - 328 Avenue F - Redondo Beach, CA 90277

ATWOOD'S CATALOGUE OF UNITED STATES & CANADIAN TRANSPORTATION TOKENS, 3rd edition 1970, just off the press. 732 pages with thousands of pictures and complete index of obverse inscriptions. The official standard of the hobby. Now available for immediate delivery. Available in buckram binding or loose-leaf (pages only) punched for 3-ring binder. Price \$10.00. Special price to AVA members, \$7.50 postpaid.

FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD, 1966. 160 pages with lots of pictures and full index. Available cloth-bound or loose-leaf (pages only) punched for 3-ring binder. Price \$4.50. Special price to AVA members, \$3.50 postpaid.

SPECIAL: BOTH OF THE ABOVE BOOKS FOR \$9.50 postpaid (loose-leaf and/or cloth bound)

American Vecturist Association - P.O. Box 1204 - Boston, MA 02104

= ALL AUCTIONS IN THIS ISSUE CLOSE MAY 17 =

= NOTICE OF CHANGES IN ADVERTISING REGULATIONS =

Beginning with the MAY issue of THE FARE BOX, no advertisement will be accepted unless the numbers it uses are from the new 1970 Third Edition of Atwood's Catalogue. Ads in the April issue may use either 1963 or 1970 numbers. When sending in ads for the April issue, please specify which numbers you are using. This leeway is being allowed for the April issue because some members may not have received their copies of the new Catalogue when they send in their ads. But everyone should have received his new catalogue in time for submitting ads for the May issue.

Also beginning with the MAY issue, auctions will be limited to transportation tokens and parking tokens which are catalogued for 35¢ or more in Atwood, Smith, or Feisel. No token catalogued for less than 35¢, and no token which is presently in use regardless of catalogue value, may be placed for auction. They may, however, be offered for direct sale for any price you wish, or for trade. Items which are not transportation tokens or parking tokens may be offered for direct sale at any specified price, or for trade. But they may not be offered for auction.

All members will be entitled to a free 6-line ad in every issue, if desired, providing the ad conforms to these regulations. Please also be sure to put your ad on a separate sheet of paper with your name & address. Ad must be different each month, and must be mailed in each month (don't send several at once!). The best time to mail in ads is immediately after receiving a copy of THE FARE BOX, to be sure the ad gets into the next issue.

Ads which contain nothing but lists of catalogue numbers are limited to 3 lines.

If your ad runs over 6 lines, it will be cut to six lines unless you specify, right on the sheet with your ad, that you are willing to pay 85¢ per line for each line over six. In this case, please send in the proper amount to the Editor after your ad appears. You won't be billed; simply send me 85¢ per line for each line over six, when you see the ad in print. This will save us all a lot of trouble and expense.

Your cooperation with the above simple regulations will ease the Editor's burdens and make for more interesting advertisements in THE FARE BOX. Thanks a lot!

= APPLICATIONS FOR MEMBERSHIP =

- 1141 GENE A. SKOGLUND - 1323 SOUTH CAPE WAY - DENVER, COLORADO 80226
Age 52; Collects U.S. (*Syd Joseph*)
- 1142 LARRY EVANS - BOX 575 - HONEOYE FALLS, NEW YORK 14472
Age 30; Collects U.S. (*Roice Rider*)
- 1143 MARK GILBERT - 1186 BELVEDERE AVENUE, S.E. - WARREN, OHIO 44484
Age 21; Collects U.S. & Parking. (*Clifford Mishler*)
- 1144 ROLAND H. MINARD, JR. - TROUPSBURG, NEW YORK 14885
Age 38; Collects U.S. (*Clifford Mishler*)
- 1145 W.G. GARRISON - 9505 NORMANDY - MORTON GROVE, ILLINOIS 60053
Age 40; Collects U.S. (*Donald Mazeau*)
- 1146 HERBERT WEISS - BOX 363 - CRANFORD, NEW JERSEY 07016
Age 34. (*John Coffee*)
- 1147 SOL HALPERN - 1236½ NORTH ORANGE DRIVE - HOLLYWOOD, CALIFORNIA 90038
Collects U.S. & Parking. (*Roice Rider*)
- 1148 J.M. FERGUSON - 30 GLENDALE DRIVE - WELLAND, ONTARIO
Age 45; Collects U.S., Canada, Foreign. (*John Coffee*)
- 1149 A.J. ROHSSLER - 385 GRAND STREET - NEW YORK 10002
Age 30; Collects U.S., Canada. (*John Coffee*)
- 1150 RUDOLF WEISS - 4169 CHASE STREET - DENVER, COLORADO 80212
Age 62; Collects U.S., Canada, Parking. (*Syd Joseph*)
- 1151 J.G. PFLUGER - BOX 2040 - SAN ANGELO, TEXAS 76901
Age 53; Farmer. Collects U.S. & Parking. (*E.M. Rice*)
- 1152 PAUL A. RODENBACK - 1617 WEST FARGO - ROGERS PARK, ILLINOIS 60626
Age 24; Programmer. Collects U.S. (*C.J. Wilcox*)
- 1153 FERDINAND R. WISE - 1431 LEASIDE DRIVE - PITTSBURGH, PENNSYLVANIA 15207
Age 59; Collects all types. (*Ray Byrne*)
- 1154 RALPH L. DAY - 65 CRESCI BLVD. - HAZLET, NEW JERSEY 07730
Age 37; United Parcel Service. Collects U.S. & Foreign. (*Ralph Hinde*)

CHANGE OF ADDRESS (* indicates contribution for new address plate)

- Edwin C. Lanham - 1212 Sue Lane, S.E. - Washington, DC 20027
- * Philip Mandel - 527 North Lawler Street - Chicago, IL 60644
- Bill McKenzie - Box 508; George Williams College, 555 31st St. - Downers Grove, /IL 60515
- * Fred Patterson - 3323 E. Oregon Ave. - Phoenix, AZ 85018
- * Robert A. Rieder - HHD PDSK - APO San Francisco, CA 96212
- * Max M. Schwartz - 75 Locust Avenue - Cedarhurst, NY 11516
- Barry Uman - 4972 Kent Avenue - Montreal 252, Quebec
- Robert Whitehead - 3033 Madeline Street - Oakland, CA 94602

= NEW CATALOGUE OF CAR WASH TOKENS NOW AVAILABLE =

We have just received a copy of *Ford's Catalogue of Car Wash Tokens*, compiled by Harold V. Ford of Oakland, Calif. This is a splendid little loose-leaf (punched for 3 rings) catalogue of the new popular series of car wash tokens. There are 71 pages, printed on one side of the sheet, listing all known car wash tokens by states. This is an interesting group of tokens, loosely allied to transportation, and there are hundreds of listings. Harold is a perfectionist, and his work indicates a precision and accuracy which the rest of us only aspire after. We believe all persons interested in the general field of token collecting will want a copy of this catalogue. Hereafter, from time to time and when there is space available, we shall publish supplements to the car wash token catalogue.

The catalogue is available from the publisher at \$2.50 per copy, postpaid. Order directly from Duane H. Feisel - P.O. Box 11661 - Palo Alto, California 94306. Duane printed these himself, and the number of copies available is limited.

THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

NEW ISSUES EDITOR

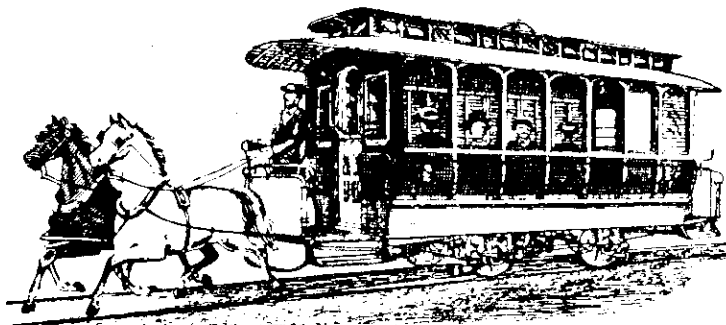
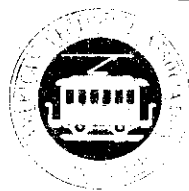
RALPH KRIBERG

634 Ashbury Street
San Francisco, California
94117

New Issues Service

JOHN G. NICOLosi

3002 Galindo Street
Oakland, California
94601



EDITOR

J. M. COFFEE, JR.

P. O. Box 1204
Boston, Massachusetts
02104

Parking Tokens

DUANE H. WHEEL

P. O. Box 11661
Palo Alto, California
94306

Volume 24, Number 4

APRIL, 1970

Our 274th Issue

HAROLD T. CHESNEY

Harold T. Chesney, A.V.A. #105, of Minneapolis, died May 11. Harold was one of the earliest members of our Association, and was a pioneer in transportation token collecting. He attended many of our conventions, and his pleasant dignified face was always familiar and welcome to us. In an age of diversity and change, there was something steady about him. We shall miss him. He was a true gentleman, and he was a good friend.

The Executive Board have considered three invitations for the site of the 1971 Annual Convention: Chicago, Seattle, and Tacoma. The vote was unanimous: the 1971 Convention will be held in Tacoma, Washington... and your Editor will be looking for each of you a year from next August in Tacoma.

Meanwhile the 1970 Convention plans are going ahead for Dallas, Texas, and we trust we shall have something to publish about it in the next issue of The Fare Box.

We shall publish a May and a June issue before leaving for the West Coast on June 24. This may be a combined issue, but we'd prefer two separate issues if we receive sufficient material in the next couple of weeks for a single May issue. Please note that all catalogue numbers in THE FARE BOX beginning next issue must be from the 1970 edition. The 1963 edition is now defunct. Please also note that auctions in free ads must not include tokens catalogued under 35¢. That's thirty-five cents.

Speaking of catalogues, if you still have not received your copy, now is the time to notify the Editor, who will send you another copy. All original orders were in the mail by April 20, and all domestic orders should have been delivered within a month. Should we send you another copy, and you then receive the original (as usually happens) we appreciate your sending back the extra copy, of course. There are still a few loose-leaf copies available—price \$7.50 to members postpaid. After they're gone, no more, ever.

A few of you have indicated you thought the paper used in the catalogue this time was of poorer quality than that used in the 1963 book. Quite the contrary, the paper in the 1970 book is 60 lb. Nekoosa Ivory book stock, and it cost us 50¢ per copy extra just to have it. The stuff used in the 1963 book was the cheapest paper you can get. Nekoosa Ivory is used to print only the finest deluxe editions of quality books.



= THE ANGELS FLIGHT TOKENS =

On page 641 of the new Catalogue, under the Fantasies listing, are four tokens inscribed ANGELS FLIGHT RY. CO. GOOD FOR ONE RIDE IN 1932. These had previously been listed as patterns, but it was our understanding that Roland C. Atwood had these made up himself. Upon offering them to the little inclined plane at cost, 10¢ apiece, he was given a negative response, as the fare was less than the cost of the tokens. So, since they were collector-made, we put them under Fantasies. Comes now a letter from Roland, and I repeat the germane portion of it below. I trust this will put the Angels Flight tokens in proper perspective:

"You sure made a mistake by taking out of the pattern list the Angels Flight. I was authorized by the president to have (200) made--50 of each (not 200 of each as stated in the catalogue). I had the papers which authorized me to have them made. I gave to someone after I sold out...I don't remember to whom. When you come out please be sure to go to the office of the company; they have the original in the files. I asked the president if he would use tokens. He said he had thought about it. So I told him I would have 4 kinds, cost of 10¢ each, made up. He said to have the exact wording on them, plus "in 1932." So I got exactly 50 sets. He kept one and I kept one, and I sold the remaining 48 sets at 10¢ per token, or 40¢ a set, in about six months. Then I got back 6 sets in collections I bought. In the meantime someone put a \$1 each value on them. Now I don't even have one set for myself. I sold mine to you with my collection. Have had about 100 letters in past 20 years begging me to sell a set which I did not have. A friend of mine rode the Angels Flight some years back and asked the ticket taker if the token was good. He said, "Put it in the box." But my friend would lose his token if he did that, so he used a ticket instead. So, anyway, they were willing to accept these tokens!"

= NEW FINDS =

With the coming of Spring, we generally find more tokens. Things are looking up for several of our members. Top honors for good fortune this month to to Ernie Altwater of La Verne, Calif. He picked up Nebr 440 B and C, the solid white and carmine Hastings Improvement celluloids! His 440 B wasn't even known among collectors. We simply listed it because we figured it must exist because of 440 E. We are now justified. How much did he pay for them? A modest \$7.50 for the pair, from a coin dealer's bid board. So there's still gold in those hills out there--in this case, celluloid, which is worth a lot more than gold, ounce for ounce.

Bob Clifton reports that he picked up Fla 230 B...and this reminds me, can anyone tell us how or when these tokens were used? They are interesting, but we don't have any background information on them at all. The A token is much rarer, but both are not much seen. I suspect a sleuth down there might find a hoard, as they obviously are not ancient.

Robert Williams of Ferndale, Mich., reports finding a Mich 845 A in a coin dealer's junk box, and he also recently picked up WVa 890 C, Switzerland 360 C, England 75 PG, and Chile 480 B and 920 A. "All very reasonable, too," he adds.

One of the most desirable tokens in the catalogue, if not one of the very rarest, is Iowa 640 A with its delightful ad on the reverse pushing Glory Plug Tobacco. Fred Daut, President of the horsecar line, also sold chewing tobacco and advertised the product on his tokens. Dave Jordan reports he recently picked up one of these tokens.

If you've picked up a census token recently from outside the AVA, please write and tell us about it.

Collectors are reminded that, beginning with the MAY issue of THE FARE BOX, all catalogue numbers in advertisements and articles must be from the new 1970 edition of the Atwood Catalogue.

= MECKLENBURGISCHE STRASSENEISENBAHN ACTIEN GESELLSCHAFT =
By F.J. Bingen

In Atwood's old Foreign Check List the following token was listed for the first time:

MECKLENBURGISCHE STRASSENEISENBAHN ACTIEN / GESELLSCHAFT (NUMERALS)
B 22 Sd Gültig Für 10 Pfennig

The later A.V.A. Foreign Check List described the same token and also listed it in white metal. The same listing can be found in the new Smith World Transportation Token Catalogue, and in the catalogue of German transportation tokens by the late Mr. Funck.

All seemed to be OK. Here are two nice, quite old tokens, probably of the end of the 19th Century. But there was one thing annoying in these listings: there is no town in Germany that is called Mecklenburg. Mr. Funck, knowing this of course, put under his listing the question, "Welcher Ausgabeort?" (Where issued?)

As our readers probably know, Mecklenburg is one of the former German countries. In fact there were two countries: (1) The Grand-Duchy of Mecklenburg-Schwerin, having an area of an odd 5,000 square miles, with the capital Schwerin, and the well known towns of Rostock and Wismar (both of which had the right to strike coins); and (2) the much smaller Grand-Duchy of Mecklenburg-Strelitz, with an area of an odd 1,100 square miles, having as its capital Neu-Strelitz.

As Mecklenburg-Strelitz is an agricultural country with only a few small towns, it was most likely the seat of the Mecklenburgische Strasseneisenbahn had to be sought in Mecklenburg-Schwerin with its larger towns. But until recently all inquiries led to nothing. Neither the Chamber of Commerce nor the archives, to which I went for help, could give me any information. But it was a well known German expert on street railway transport (not a token collector) who at least gave us the solution to this riddle.

The Mecklenburgische Strasseneisenbahn A.G. was founded in 1891 to provide for the railway traffic in the town of Rostock, which was a horsecar operation. By the beginning of the 20th Century electric streetcars were put in use in Rostock, and in 1904 the "Städtische elektrische Strassenbahn" took over the Strasseneisenbahn company in question. So as our readers may ascertain, our company had only a very brief existence.

So, according to this information, the correct listing of the tokens 590 A and B should be under ROSTOCK.

= PHILADELPHIA VECTURIST MEETING MAY 24 =

Philadelphia area collectors are invited to a get-together of the Delaware Valley Vecturist Association on Sunday, May 24, at the Robert Morris Hotel (17th & Arch Streets, Philadelphia). Meeting time is 1:30 pm. This is the last meeting until next Fall and, as always, will be quite informal. Bring tokens to show, trade, or sell, and talk tokens with other enthusiastic collectors. This will probably be the last meeting for Clarence Hiorth due to his retirement to Florida, so be on hand to bid him farewell.

= LARRY WOLFE REPORTS COLLECTION STOLEN =

Larry Wolfe, of St. Paul, informs us his whole collection of 1,700 varieties was stolen last week by a thief who entered thru a bathroom window. Nothing except his tokens was taken. Larry was so disheartened by this that he says he is quitting the hobby. A token collection isn't much good to a crook, and probably one of our best preventives is not to give people the idea that our tokens have much value. I always tell non-collectors that tokens have only a curiosity value.

= APRIL SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =
By Kenneth E. Smith

FRANCE

Lyons 520

| | | | |
|-------|-------|---|--------|
| AAo B | 26 Sd | CORRESPONDANCE DES OMNIBUS DE ST. CLAIR BERTHAUD ET CIE. (horsecar)(vars.) | \$5.00 |
| ABo K | 29 Sd | ADMINISTRATION GENLE. DES SERVICES D'OMNIBUS CRÉMIEU PÈRE ET FILS Bon Pour Une Place (ex 660 I)(arms) | 3.50 |
| ACo B | 29 Sd | " (arms) | 3.50 |
| Ado K | 0v Sd | OMNIBUS DU MIDI DE LYON LA CHAPELLE N'A PAS COURS LE DIMANCHE (blank)(37x32mm) | 4.00 |
| AEo K | 0v Sd | SERVICE GAL. DES ECOSSAISES DE VAISE. B.F. Chachet de Correspondance (27x19mm) | 4.00 |
| AFo B | 29 Sd | ADMIN. GENLE. DES SERVICES D'OMNIBUS COMPIE. LYONNAISE Bon Pour Une Place (arms) | 4.50 |
| AGo K | 26 Sd | SERVICE GENERAL D'OMNIBUS C.L. Cachet de Correspondance | 3.50 |
| AHo B | 26 Sd | " | 3.50 |
| AIo K | 28 Sd | CIE. LYONNAISE DES OMNIBUS PONT. NO. (stamped numbers) (blank) | 5.00 |
| AJo B | 0v Sd | ADMINISTRATION GENERALE DES OMNIBUS (MUSIC INSTRUMENTS; MASK, ETC.) Service du Théâtre . Une Place 50 Cmes. (37x28mm) | 3.50 |
| AKo B | 26 Sd | SERVICES DES THÉÂTRES (MASK) Lyon | 3.50 |
| ALo B | 0v Sd | COMPAGNIE DES DOMBES (stamped 10) Plan Incline de la Croix-Rousse (32x27mm) | 3.00 |
| AMo B | 0v Sd | " (27x32mm) | 3.00 |
| ANo B | 0c Sd | COMPAGNIE DES DOMBES 1e CLASSE Plan Incline de la Croix-Rousse (stamped 20)(31mm) | 3.50 |
| AOo B | 0b Sd | CHEMIN DE FER DE LYON A LA CROIX-ROUSSE NO (STAMPED NUMBERS) BON POUR UNE CARRIOLE (STAMPED 1.05) (blank)(clipped corners)(52x34mm) | 5.00 |
| APo B | 0c Sd | OMNIBUS ET TRAMWAYS. DE LYON . D. (blank)(24mm) | 3.50 |
| AQo B | 26 Sd | OMNIBUS ET TRAMWAYS. DE LYON . S. (blank) | 3.00 |
| ARo A | 35 Sd | TRAMWAYS DE LYON . VILLE DE LYON. 2e CLASSE (blank) | 2.00 |
| ASo K | 0v Sd | PAQUEBOTS A VAPEUR DU COMMERCE DE LYON A CHALON ET RETOUR (STEAMER) (blank)(19x12mm) | 5.00 |
| ATo B | 21 Sd | BATEAUX A VAPEUR OMNIBUS . LES MOUCHES Traversée de Lyon (flies) | 3.00 |
| AUo A | 25 Ch | LES MOUCHES Compagnie des Bateaux Omnibus 15 | 2.50 |
| AVo B | 20 Sd | BATEAUX OMNIBUS (FLY) Correspondance | 2.50 |

All tokens above are in the Cabinet Numismatique de Lyon (museum). We are greatly indebted for the above to (1) Mr. Tricou (Notary Public in Lyons), (2) Mr. Jean Arrivetz, author of *Histoire des Transports à Lyon*, and (3) Mr. F.J. Bingen. Although these tokens precede A thru H in the book, to save confusion we follow the AVA rule that renumbering is not done between catalogues, but when a new catalogue is issued. Therefore these present numbers hold until the second edition is issued, at which time AA thru AV above become A thru V, and present A thru H become AA to AH. This catalog follows the same policy as the Atwood, and will attempt each edition to keep tokens in chronological order.

Please keep the new listings coming, with rubbings or photographs.

= APRIL SUPPLEMENT TO ATWOOD'S CATALOGUE =
By Ralph Freiberg

KANSAS

McPherson 640 (Reported by J.L. Hargett)
SOLANAS TRANSFER LINE McPHERSON. KANSAS.
E o B 33 Sd (blank) \$7.50

KENTUCKY

Covington 150 (Reported by Francis Buckley)
H WM 23 L-sc (Like 150 F, but zinc-plated) (* 1/68) .15
I WM 23 L-sc (Like 150 G, but zinc-plated) (* 1/68) .15
[Tokens were plated in January, 1968, for a raise in school fares. They
previously had been used as zone fares.]
Erlanger 250 (Reported by Francis Buckley)
E WM 23 T-sc (Like 250 D, but zinc-plated) (* 1/68) .15

NORTH CAROLINA

Washington 890 (Omitted from 1970 Catalogue by mistake)
CITY SERVICE, WASHINGTON, N.C.
A WM 16 T-sc Good For One Fare .15
Wilson 960 (Omitted from 1970 Catalogue by mistake)
WILSON TRANSIT CO. WILSON, N.C. (BUS)
A WM 16 Bar Good For One Fare (bus, type 2 on both sides) .15
B WM 16 Bar " (bus, type 3 on both sides) .15

OHIO

Cincinnati Civil War Tokens 166 (Omitted from 1970 Catalogue by mistake)
CIN. & COV. FERRY COMPANY
A o K 19 Sd (Indian Head) 1863 (stars) (plain edge) (vars.) 1.00
B o K 19 Sd " (reeded edge) 5.00
C o B 19 Sd " " 7.50
D o WM 19 Sd " 1863 The Prairie Flower (no stars) (reeded edge) 10.00
E o K 19 Sd " 1864 (stars) (reeded edge) 7.50
F o WM 19 Sd " " " 10.00
COV. & CIN. FERRY COMPANY
G o K 19 Sd (Indian Head) 1863 (reeded edge) 5.00
H o B 19 Sd " 7.50
I o K 19 Sd " 1864 (reeded edge) 7.50

PENNSYLVANIA

Patterns 998 (Reported by Joseph Pernicano)
FARE PAID THRU 2 ZONE AUCH
R Fm 38 Pc (blank) (obverse letters incuse)
S Fe 38 Pc "

CANADA - NEW BRUNSWICK

Saint John 750 (Omitted from 1970 Catalogue by mistake)
SAINT JOHN HARBOUR BRIDGE AUTHORITY (EMBLEM)
A B 20 Sd Autorité du Pont de Saint Jean (emblem) (* 8/19/68) .25
[This bridge opened August 17, 1968. The emblem on both sides of the
token forms the letter "B"]

ONTARIO

Ridgetown 775 (Omitted from 1970 Catalogue by mistake)
RIDGETOWN BUS RETURN
D o A 28 Sd Jos. Rhody Proprietor (Sc) 7.50

ONTARIO

| | | |
|--------------|--|--------|
| Passes 999 | (Omitted from 1970 Catalogue by mistake) | |
| | TORONTO BASEBALL CLUB SEASON 1923 T B C (MAPLE LEAF) | |
| A o Bz 39 Sd | Toronto Ferry Co. Pass 2 Season 1923 | |
| | L. Solman Mgr. Dir. (incuse numerals) (name in script) | \$5.00 |
| | TORONTO BASEBALL CLUB SEASON 1926 (MAPLE LEAF) | |
| B o Bz 45 Sd | Pass Two 2 Press- L. Solman Pres. (name in script) | 5.00 |
| | CORNWALL NORTHERN NEW YORK INTERNATIONAL BRIDGE CORP. (BRIDGE) | |
| C o Bz Ov Pc | Not Transferable (counterstamped numerals) (36x21mm) | 1.00 |
| | ROOSEVELT BRIDGE (BRIDGE) | |
| D o B Oc Sd | (counterstamped numerals) (32mm) | 1.00 |

= NOTES BY RALPH FREIBERG =

The Kentucky tokens were plated for school fare use by the Green Line of Covington. About 5 years ago they were using these 3 tokens as zone fare tokens at 2 for 15¢. One could either pay an extra dime or deposit a token. When school fares were increased in January, 1968, they took these three tokens and plated them for school fares at 2 for 25¢. Once earlier they had used a white metal plating which was not distinguishable, when put over regular white metal, and we thought they would do it again this time. However, they used a zinc plating which is readily distinguishable, so we are listing these tokens. Dixie Traction was a bus operation that started in 1920 and was taken over by Green Line in 1940. This was one of those interesting situations where the name was "traction," but it was always a bus operation. There are a few other similar situations, such as SD 780 D.

This month we are also listing several tokens which were inadvertently omitted from the new Catalogue. We believe this takes care of all such omitted tokens. A list of corrections will appear shortly.

= APRIL NEW ISSUES SERVICE REPORT =
By John G. Nicolosi

I regret to report I still haven't received the Child fare token from Landmark Services of Washington, D.C. If we don't have them by the end of June, John Coffee has volunteered to visit the company office on his way west.

In the meantime I am sending you the 3 zinc-plated tokens from Kentucky. All members, both regular and associate, will receive these three. These tokens have been in use a couple of years, so you won't be getting perfection, but they are in pretty good shape.

I regret that some members of N.I.S. have consistently maintained debit accounts and all efforts on my part to get them to do something about this have been vain. Henceforth, there will be a ten-cent charge for the second notification that your account is debit. Please keep your account in the black.

We also shall no longer be able to be responsible if your tokens are lost in the mails. If you don't get them, we'll have to ask you to absorb the cost.

This month we welcome Frank Roselinsky, E.L. Tomberlin, and John Bartunek, to the Associate Membership list.

= THIEVES SWINDLE CITY OF DARTMOUTH, NOVA SCOTIA =

The Mayor of Dartmouth, N.S., has disclosed that \$14,000 from the sales of ferry tokens (NS 100 M,N) simply disappeared. One employee admitted taking \$375, but no one seems to know what happened to the rest of the money. The city has established a daily custodial system of control now, which it is hoped will discourage the theft of additional token revenue.

= APRIL SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =
By Duane H. Feisel

INDIANA

East Chicago 3230 (Reported by Robert Knobloch)
B.P.O.E. #981
C B 23 Sd East Chicago, Indiana \$0.25

KENTUCKY

Middlesboro 3580 (Reported by George Fuld)
CITY OF MIDDLESBORO MIDDLESBORO, KY.
A WM 25 Sd (blank) .25

NEW YORK

New York City - Bronx 3628 (Reported by Robert Kelley)
MANHATTAN COLLEGE (GATE)
A Bz 25 Sd Parcoa Token (gate)(Rev. D)(1966-) .20

PENNSYLVANIA

Philadelphia 3750 (Reported by Joe Pernicano)
WEST PARK HOSPITAL (GATE)
N Bz 25 Sd Parcoa Token (gate)(Rev. D)(5/66-) .25

WASHINGTON

Seattle 3780 (Reported by DHF)
U-PARK SYSTEM INC. 25¢ FREE PARKING
Q B 25 Sd Thrifty Park, Inc. 25¢ Free Parking (9/1/69-) .25

MANUFACTURERS' STOCK PARKING TOKENS

Group 3064 (Reported by Hal Ford & Ralph Freiberg)
GENERAL AUTOMATED SYSTEMS SANTA MONICA, CALIF.
A B 23 Sd Courtesy Token .25
B B 23 Sd (like A but all letters incuse) .25

Group 3065 (Reported by Robert Kubach)
PARKOMATIC (GATE)
A B 25 Sd (blank)(all obverse lettering & design incuse) .25

Group 3066 (Reported by Pernicano)
PARKING EQUIP. SALES (GATE)
A Bz 25 Sd Parcoa Token (gate)(Rev. E) .25

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

The Elks Club of East Chicago must go through a lot of tokens judging from the number of varieties we have catalogued. This token is apparently from a new batch. Nothing is known about the use of the City of Middlesboro token. I have received neither a reply or return of my money sent to the city.

Manhattan College has a restricted parking area controlled by token-activated gates. The tokens are sold for 20¢ each. I was able to obtain a token by writing, but could not purchase a quantity for PTNIS. Interestingly enough, Manhattan College is not in Manhattan, but in the Bronx.

West Park Hospital has a gate-controlled lot which can be activated by a card, token, or 25¢. Parking cards are issued to hospital employees; tokens are given to guests of the hospital using the lot; visitors and others using the lot pay 25¢. This token will be sent out by PTNIS.

My original inquiry to U-Park System was in regard to the two unidentified EZ U-Park tokens. This company had no knowledge of these two mavericks, but did come back to me with a token of their own! The tokens are sold to merchants who distribute

them to their customers. The lots are the self-service type where you put your parking fee into the slot corresponding to your parking space in a large slot box. Thrifty Park is another parking company operated by U-Park System. A supply of these tokens has been obtained for distribution among subscribers to PTNIS.

Not much is known about the new Stock Token listings. From the wording on the tokens we know where General Automated Systems is located, but the locations of the other two companies are unknown at present.

PTNIS subscribers will receive Pa 3750 N and Wa 3780 Q from among the tokens listed this month. Since a PTNIS shipment was only recently made, these tokens will be held until enough others are added to make the work involved in shipping worthwhile.

For anyone interested, openings are currently available in the Parking Token New Issues Service. To become a member you must establish a credit in your account--\$5 to \$10 is the usual deposit. Periodically, not necessarily each month, you will be sent tokens that have been obtained for PTNIS subscribers. Your account is charged with "face" value of the token plus 10¢ per token. This 10¢ helps cover the expenses of obtaining the tokens and shipping them out. When the amount in your account nears the \$1 level you will be asked to send an additional deposit. Since the preparation of a shipment to PTNIS subscribers involves quite a few hours of work, tokens are accumulated until about six are on hand, then the shipment is made. Please write if you wish to become a member. Over the years PTNIS members have received quite a number of tokens some of which are now scarce and difficult to obtain.

= THE LA JUNTA BUS =
By Syd Joseph

At the beginning of World War II many civilian airports were converted for training military personnel. Because of its ideal climate and terrain La Junta, Colorado, was selected as one of these. Construction began in mid 1942. Mr. Arthur R. McCune, of that city, was granted authority to operate a bus line from midtown La Junta to the air field some five miles away. During the construction period the bus service would transport the construction workers to and from the site. Upon completion of the installation, bus service would be provided for both military and civilian personnel.

Two buses operated on an hourly schedule. A third bus was a spare, and on occasions it was used to transport the families of the military to neighboring towns. Tokens were sold at two for 25¢, and the cash fare was 15¢ for a one-way ride. When questioned regarding the three types of fibre tokens, Mr. McCune replied, "That's the way they came from the company [indicating that they were ordered at different times] and they didn't hold up worth a darn--that's when we got the aluminum tokens from them."

Bus service continued until April, 1946. Attempts to use the buses to transport children to and from school proved unsuccessful, and the service was abolished.

= MORE ON THE NOB KODIAK TOKEN =

Last month we published an article containing correspondence received by Gerald Sochor, relating to a WM 26 Sd token inscribed "NOB KODIAK" on both sides. It was thought the token might have been a bus fare token. Comes now a communication from our A.V.A. member in Kodiak, Sidney Urie, who seems to put to rest the possibility that this is a vecture:

"People still working at the Naval Air Station have informed me that this was really a theatre token purchased in advance and used in a turnstile for entrance. I know of at least 20 people who have used the token for this purpose. The token was in use for approximately one year, shortly before the NOB part of the base was closed. Probably issued in 1949 and used for the short time before the theatre burned down. It is not rare, but I would say scarce, as I have only seen about 15 here in Kodiak."

= HARRY C. BARTLEY ESTATE AUCTION - RARE & SCARCE TOKENS ONLY =

*All numbers are from the new 1970 Atwood Catalogue. Bid by state & number.
Usual auction rules of the A.V.A. Closing date for bids: JUNE 17, 1970.*

From the estate of the late Harry C. Bartley of Pittsburgh, the following transportation tokens of the United States, all of which are in the scarce or rare category, are being offered at Public Mail Auction. Lots will be mailed insured to the highest bidders upon receipt of payment following notification, and to which will be added postage and insurance. We are confident that this sale represents one of the outstanding sales of all time by mail sale and that there will be something of interest and need for every collector of this series. Any error by the cataloguer will be adjusted to the satisfaction of all parties. Bidders are asked to be careful to list correct numbers on their bid sheets for the lots they wish. Keep in mind that only the scarce and rare tokens are included in this sale. A future sale will encompass foreign transportation tokens and those for Alaska, Hawaii, and Canada.

| | |
|---|--|
| <u>ALA.</u> 40 A B, 560 D Q Z, 750 A E F G, 840 A | <u>MONT</u> 660 B |
| <u>ARIZ.</u> 640 A, 680 A, 720 A, 1000 B C E | <u>NEBR</u> 420 Aa, 440 E F G, 540 O, 980 B C. |
| <u>ARK.</u> 435 B E F G | <u>NJ</u> 20 D, 115 B, 185 A B C, 290 C, 555 A B. |
| <u>CALIF</u> 100 A B C, 205 C, 535 A B C D, 575 Aa Ab F, 625 A B, 630 A B, 650 A, 705 A, 745 L, 760 I, 775 C D, 805 A, 880 A, 975 A, 997 G. | <u>N.M.</u> 430 C D, 900 A. |
| <u>COLO</u> 140 A C, 280 A, 540 A C D, 600 A, 860 C. | <u>N.Y.</u> 300 A, 360 A, 385 A, 560 A, 630 Q La, 631 H, 690 A, 695 A, 770 C, 780 B C, 800 A, 945 A, 998 A H I L. |
| <u>CONN</u> 320 A, 345 B, 525 A, 550 A. | <u>N.C.</u> 130 A, 160 A, 290 D, 450 E, 630 A, 660 A, 670 A, 770 B, 880 B, 950 B, 980 B C. |
| <u>DEL</u> 900 A B. | <u>N.D.</u> 600 Da Db, 900 A. |
| <u>FLA</u> 300 A C D, 380 C D E F G H J K O P, 440 A, 540 A B, 700 A B C D, 710 A, 850 A, 860 A, 910 A C. | <u>OHIO</u> 10 A, 15 B, 60 A, 125 B E, 165 O T, 175 W X Z, 230 H J, 410 B, 440 A B C D E, 475 A B D, 520 B C D, 535 B, 745 B C. |
| <u>GA</u> 20 A, 60 H, 360 A, 630 A B, 750 E. | <u>OKLA</u> 610 A, 640 A, 700 A. |
| <u>IDAHO</u> 380 B, 440 A B C. | <u>ORE</u> 20 B C, 80 A, 130 A, 700 A B. |
| <u>ILL</u> 70 C D, 100 A, 125 A, 130 E, 150 Aa B C S, 155 A B, 220 B C E F, 250 K L M N, 285 B, 370 C D, 385 A, 430 A B, 455 A, 460 C, 505 A B, 600 C D F, 760 G, 795 A B D, 998 B C D, 1000 A B C. | <u>PA</u> 15 C F, 55 A, 65 A, 115 A, 165 C E, 195 A D, 320 A, 325 D, 340 A, 400 C D, 415 A, 470 A, 480 A, 495 A C G, 515 B, 725 A Da Db H, 745 B, 750 G K L N O Z AC AD AE AT, 765 A I J K L Q R Z, 997 (set) A thru Q (17 pcs). |
| <u>IND</u> 90 A B C, 180 A, 275 A B, 280 A, 450 A D, 460 F O, 500 A, 510 E, 650 A C D, 700 F, 750 A, 930 C, 960 A B, 998 K. | <u>R.I.</u> 700 B C. |
| <u>IOWA</u> 30 D, 110 A B, 150 B, 160 A, 230 Bb, 300 D E G H, 390 A, 590 B, 640 H, 730 D, 890 A, 930 C. | <u>S.C.</u> 450 A B C, 880 Aa B, 997 A B C. |
| <u>KANS</u> 30 B, 40 D, 450 B C D, 640 D, 820 A H, 970 D, 980 A B. | <u>S.D.</u> 260 B, 760 A, 780 A B, 1000 C. |
| <u>KY</u> 45 A B, 270 B, 510 C F K O Q T X Y, 680 E H I. | <u>TENN</u> 250 A, 375 A B C D, 430 A B G H. |
| <u>LA</u> 810 F | <u>TEXAS</u> 65 B D, 135 B, 145 B, 255 K L, 360 E, 590 B, 710 D, 965 K. |
| <u>MAINE</u> 480 A | <u>VERMONT</u> 150 C D E. |
| <u>MD</u> 60 I J K L Q R U V W Z AC AG AN AO AP, 300 A. | <u>VA</u> 20 B, 80 A C, 250 A B C D E F, 300 Ab, 340 A B C D, 710 A B, 720 A, 755 A, 840 A I, 998 G. |
| <u>MASS</u> 45 A B, 50 A, 115 A, 505 A, 970 C. | <u>WASH</u> 5 A, 80 A C, 250 A B C D E F, 300 Ab, 340 A B C D, 710 A B, 720 A, 755 A, 840 A I, 998 G. |
| <u>MICH</u> 65 B G, 75 C, 370 F G, 375 B, 470 A, 605 K, 680 A I, 735 B, 845 E, 998 D 1000 A. | <u>W.VA.</u> 200 D, 290 H, 830 E. |
| <u>MINN</u> 230 H, 510 A, 540 Cb D W AE, 620 B C, 680 A, 730 B, 760 C H I, 900 A. | <u>WIS</u> 20 B, 170 B C D, 330 A, 360 A, 410 F, 510 C D F, H, 600 C, 980 A. |
| <u>MISS</u> 320 B, 660 A C, 720 C D. | <u>WYO</u> 100 Ab Bb D E F G H I J, 120 B, 750 A. |
| <u>MO</u> 130 C, 140 B, 420 A B, 440 R S T U, 830 A, 860 F G. | <u>D.C.</u> 500 A B M N, 997 A B. |

(MORE OVER)

ADDITIONAL PIECES: Ala 560 A B, 750 J; Ark 975 A; Cal 100 Ab, 575 Aa, 650 A; Colo 140 I, 600 A; Fla 850 A; Ida 440 A(7mm), 440 Ba (Ige star); Ill 150 A P, 155 A, 305 A(c); Ind 20 B, 90 A, 290 D; Iowa 150 A B, 230 B, 390 A; Kans 820 G; Ky 45 C, 510 AC; Mass 115 A B; Mich 470 A Ba Bb, 560 P, 935 B; Minn 540 Ca Z, 820 C; Miss 720 D; Nebr Aa, 540 O, 700 C; NM 430 A; NY 235 B, 630 B, 780 B Ca Cb, 790 E; Ohio 175 X Z, 440 B C, 475 D; SC 880 Aa, 450 A; SD 260 A B, 760 A, 1000 C; Tenn 400 G, 600 B; Va 600 B D F I, 620 B; Wash 300 Aa, 340 A, 720 A, 755 A; WVa 100 A, 890 D; Wis 510 D, 980 A C; DC 500 A. PENNSYLVANIA 65 A, 315 B C, 495 A G H I, 515 B, 725 D, H, 745 B D, 765 I J L M P R S, 965 C D.

NOTE: Will trade any two of your choice for any single from following want-list: (1970 numbers) PENNA 20 A, 73 A, 130 A B, 165 B D, 255 A, 305 A, 260 A, 350 A B C, 355 A, 385 A B C, 495 D, 515 A, 675 A, 725 C, 745 A C, 755 A, 765 E F G H O T V W, 875 A, 965 B E F I, 975 B C.

Closing date for bids: June 17, 1970

Mail all bids to:

RAY BYRNE, A.V.A. LIFE MEMBER - 701 NO. NEGLEY AVE. - PITTSBURGH, PA 15206

Phone (412) 441-0738

ATWOOD WOULD LIKE TO PURCHASE a set of the 4 Angels Flight tokens. Write to Roland C. Atwood - 2818 Colorado Avenue - Santa Monica, CA 90404

1969 A.V.A. CONVENTION TOUR TOKEN (Pa 750 AU) - while they last - for sale at \$2.00 each. Group photo \$1.50 each. Stamp appreciated.

Dave Jordan - P.O. Box 92 - Flourtown, PA 19031

AUCTION: Iowa 710 B; Kans 450 C; Wis 410 A.

K.T. Hall - 3933 Chamberlayne Ave., Apt. 2 - Richmond, VA 23227

WANTED: Following Alaska transp. tokens for my private collection: 50 C, 300 A B C D E, 400 A B, 450 C D E F G J L M O, 500 A, 900 A.

S.M. Urie - P.O. Box 2307 - Kodiak, AK 99615

FOR SALE: official NENA 25th Conference token for Historical Tour on chartered bus. \$2.50 fare - B Oc Sd. Price \$1.25 + SAE. No trades please. Won't be listed in Atwood. = Elliott L. Goldberg - 10 Earnshaw St. - West Roxbury, MA 02132

HAVE A FEW P.T. to trade, Mich 3935 A and Minn 3050 A, to trade for any PT I need. My personal token #541 for yours. Also will trade Minn. dog tag for any PT sent.

Gordon Wold - R #1, Box 141 - Princeton, MN 55371

FOR SALE: Cal 745 W 35¢; 760 J \$2.50; 835 J 35¢; 895 G I M O Q 25¢ each; Ky 510 BV 50¢; Ohio 35 D 50¢; Mich 560 P 50¢; Pa 263 A 25¢; NY 630 AS 40¢; Md 840 A 25¢; NJ 710 A 35¢; N. Scotia 100 N 25¢; Neb 700 AA AB set \$1.30. There are a very few of the above tokens left, so please send SAE so your money can be returned if I'm out. For trade only: Germany 210 H; prefer Latin America in trade.

John G. Nicolosi - 3002 Galindo Street - Oakland, CA 94601

MAIL BID SALE OF TT's AND PT's. Send 10¢ for list. List now available.

Frank M. Beam - 209 Laurel Ave. Bellevue - Pittsburgh, PA 15202

MAIL AUCTION: Pa 765 O; Alas 300 D E G, 450 H; Cal 450 K, 575 Q; Conn 210 A, 345 A; Fla 380 E; Ill; Kans 600 C.

J. Curtis - Box 263 - Willowdale, Ontario

FOR SALE: Fla 380 D \$1.25; Ia 730 A \$1; Kans 480 C \$1, 820 A \$4; Ohio 10 B \$1; NY 410 A \$2.50, 505 A \$1; Ore 700 A \$3.50; Pa 10 B \$1, 870 A \$1; Wash 340 D \$1; Wisc 220 B \$1; PR 640 A \$1; Neb 700 A (choice condition) \$17.50. Parking token Lancaster General Hosp. (Pa.) swap for any needed Va. trade token.

David E. Schenkman - P.O. Box 16122 - Suitland, MD 20023

NICE COLLECTION OF MERCHANT TOKENS for trade. Send SAE (large env.) for list.

Charles Littlefield - 3547 Utah St. - St. Louis, MO 63118

MAIL BID: 1875 public ledger almanac, published in Phila., Pa. Contains complete Phila. street railway directory with all lines, routes, fares and colors of cars listed. Ferry company directory also included. Min. bid \$3.50.

Al Zaika - P.O. Box 65 - Bellmawr, NJ 08030

KY 480 A B; NY 425 A; Ohio 175 W Z, 230 M. MAIL BID SALE.
 Frank P. Smolen - 138 Carroll Ave. - Painesville, OH 44077

WILL TRADE T.T. NOT IN SMITH CATALOGUE: "UTILITI D'HAITI, WM 23. Reverse: "Good For One Fare." Also trade medallion hanging from eagle, 1908 honorable Service Fort Harrison, made of copper with pin on back of eagle. Will trade these items for best offer in Michigan TT's or PT's.
 Don McKelvey - 2822 19th Ave. - Port Huron, MI 48060

ANYONE INTERESTED IN TRANSIT PASSES? All St. Louis: weekly passes 800+; Sunday passes 450; student passes 500+. Period covers 1940-57. Not complete, as I've removed those that refer to Christmas seals. Write and let's see if we can get together on a trade. Will sell but prefer to trade. WANTED: any & all transit passes that have replica of US national Xmas seal on them. Will trade TTs or buy.
 Jerry Bates - Box 546F - St. Charles, MO 63301

HAVE THE SCARCE AIKENS AUTO PARK TOKEN, Ky 3150 A. Will consider cash offers from interested parties. Write:
 Stanley L. Buckley - 23 18th Street - Newport, KY 41071

FOR BEST OFFER: Colo 540 D; Conn 345 B; Fla 710 A, 860 A; Ind 500 A; Kans 40 B, 820 H; NY 715 A; NC 380 C, 670 A; Wash 860 A; WVa 200 B.
 Ralph W. Winant - 500 W. Summit Ave. - Wilmington, DE 19804

FOR SALE: 20 diff. TT's my choice, \$2. No common Kansas or Hawaii in this group. 2 old cut glass knife rests, \$10 each. 1 pressed glass knife rest \$5. Or will sell both tokens & knife rests for \$26.50 postage extra. SAE for inquiries.
 Virginia King - R6, Rd 650 W - Columbia City, IN 46725

WANTED: All Franklin Mint medals over 32mm. I have world coins, tokens, medals & currency to offer in trade. Please send your listing using Franklin Mint catalogue if you have one, and prices.
 Joseph A. Mazza - P.O. Box 684 - Melville, NY 11746

FOR SALE AT \$1 EACH: (1963 Atwood Nos.) Pa 375 A, 630 B, 675 C D, 750 W, 935 A B, 950 H I, 995 B. Will sell @ 50¢ each: 235 A, 105 A, 675 B, 980 A.
 Joe Pernicano - 58 Sonia Lane - Broomall, PA 19008

I HAVE SEVERAL CALIFORNIA GOLD REPLICAS, each of which I will trade for one parking token or telephone token, +SAE.
 Ernie Altwater - 2325 Pattiglen - La Verne, CA 91750

TRADE ONLY: Texas 55 C. I need Ark 435 B I; Colo 540 B; Okla 700 B, or any Texas saloon token with "saloon" and town & state on it (no Bird Saloon).
 Harry Strough - 2703 Milam - Houston, TX 77006

WANTED: Mich 845 B in nice condition. Will buy or have many types of tokens to trade.
 Robert L. Williams - 2340 Garfield - Ferndale, MI 48220

FOR TRADE: Ala 120 J K, 560 Y, Tex 3840 A (2 types), Vietnam military tokens, over 50 diff. Will trade 1 for 1 for military, parking & trade checks. Also 1 Bangkok, Thailand, telephone token to trade for best offer in any of above. Will purchase transp., trade, military tokens for cash. Send list or make trade offer.
 Bob Clifton - P.O. Box 253 - Sherman, TX 75090

WILL PAY HIGH PRICE FOR FOLLOWING: Fla 230 A B, 310 A, 380 I, 460 A, 530 A G, 880 G, 910 A B C, 930 B; NC 330 A, 390 A, 850 A B C.
 Frank W. Guernsey - 12546 N.E. Knott - Portland, OR 97230

FOR TRADE: Cal 575 Ab; Haw 240 C; Ia 150 B; Mont 140 D; Alas 50 B ... for Nevada tokens, store cards, mirror cards, medals & related items that I can use. Have large stock of better Nevada and out-of-state tokens, including some ghost towns, to trade. Will buy Nevada, Arizona, and New Mexico tokens.
 Harold V. Dunn, Jr. - P.O. Box 114 - Carson City, NV 89701

MY PERSONAL TOKEN FOR YOURS. Have 60 TT cataloguing \$2 and up for trade for TT's from Iowa, Ill., Ind., Wisc., Mo., Neb., Kans.
 Douglas Redies - 1714 13th Ave. S.W. - Cedar Rapids, IA 52404

WANTED: PERSONAL TOKENS. Please send list of tokens for sale. Have a few to trade.
 George H. Wyatt - Skylark Lane - Lunenburg, MA 01462

TEXAS WANTED: Baytown, Brenham, Corsicana, Gatesville, Jacksonville, Laredo, Lockhart, Orange, Quanah, Taylor, Valley Mills, Waxahachie, Weatherford; 5 B, 30 A C, 50 D F, 65 A B C D F G H, 135 A B C, 145 B C E I J K, 255 G K L M O P, 270 B, 275 A, 320 A B D, 340 A B C D E L M N P, 360 A B E F, 445 A E F G H J, 565 A B, 590 A B.
 J.G. Pfluger - P.O. Box 2040 - San Angelo, TX 76901

MAIL BID: Colo 540 D; NY 785 C.

Larry Edell - 104-27 117 Street - Jamaica, NY 11419

WILL TRADE ILL 200 D for Iowa 850 M, or will buy. TRADE my personal token for yours.

WANTED: Minor Iowa TT's. = Bob Coney - 2627 Myrtle - Sioux City, IA 51103

WANTED: 1 token from each state: Ala., Ida., Miss., Mont., Nev., N.D., Vt., Wyo.
Send list & price wanted per token. City doesn't matter. Also any error tokens.

Mrs. Elizabeth Coyne - 198 Green St. - Jamaica Plain, MA 02130

TRADE NY 360 B for any TT from: Ala., Ida., Miss., Mont., Nev., N.M., R.I., Vt., Wyo.
Or will sell for 50¢ each + SAE.

Sam Ruggeri - 1018 S. Carley Ct. - No. Bellmore, NY 11710

FOR SALE: 4 diff. hard-to-get sets of Ankara, Turkey, military tokens, \$2.50 per set.
Send 12¢ for new list of military tokens for sale.

Ralph A. Baskette - P.O. Box 122 - Lakeland, FL

CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES Except North America. First edition 1967 at \$5.00 either bound or unbound; specify which. Make check or M.O. payable to Kenneth Smith. Autographed if desired. Order from:

Kenneth E. Smith - 328 Avenue F - Redondo Beach, CA 90277

THE NEW THIRD EDITION OF ATWOOD'S CATALOGUE OF UNITED STATES & CANADIAN TRANSPORTATION TOKENS, just out last month. 732 pages, profusely illustrated. Price \$10.00. Special price to AVA members, \$7.50 postpaid (either bound or loose-leaf pages only). FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD, 1966, 160 pages bound or loose-leaf pages only. Price \$4.50. Special AVA member price, \$3.50 postpaid.

American Vecturist Assn. - P.O. Box 1204 - Boston, MA 02104

= ALL AUCTIONS IN THIS ISSUE (EXCEPT THE BARTLEY AUCTION) CLOSE JUNE 10 =

Advertisements in THE FARE BOX are free to A.V.A. members, up to 6 lines in every issue if desired. Please note, however, that auctions must not include tokens listed for less than 35¢ in any catalogue. We keep getting auctions with cheap tokens, or current tokens (which also are not permitted in auctions). From now on, because I can't keep checking all tokens in auctions, if even one is found catalogued under 35¢ the whole ad will be omitted. Cheap tokens may be offered for trade, or for direct sale at any price you wish. But not in auctions. Note we have raised the minimum to 35¢ now. Two-bit tokens may no longer be auctioned. All catalogue numbers in this issue of THE FARE BOX are from Atwood 1970 unless stated otherwise. The abbreviation +SAE in an ad means "plus stamped addressed envelope."

= EIGHTEEN PRESENT FOR NEW YORK MEETING MAY 9 =

The Editor attended a delightful informal meeting of the North East Vecturist Association on Saturday, May 9, at the Piccadilly Hotel Penthouse, high over Manhattan. I rode down from New Haven with Dan DiMichael and Don Mazeau aboard the new Turbotrain. Present at the meeting were Feisel, Pollack, Heaton, Hinde, Babinger, Brady, Wadhams, Horwitz, Mastrich, Jack Wilcox, Schwartz, Misdorn, Field, Wetzler, Mazeau, DiMichael, and Coffee. There was the usual buying & selling, and several collectors brought along some rarities for display. Jack Wilcox had an excellent display of the Gloucester (N.J.) Ferry tokens with photos and history of the ferry.

Your Editor gave a brief summary of the details of producing the new Atwood Catalogue, following which Max Schwartz gave a history of the A.V.A. check lists and catalogues, going back to 1948. Following this, the group by unanimous vote presented your Editor with an Honorary Life Membership in N.E.V.A.

The group enjoyed an excellent buffet luncheon in the hotel, although there were times when the omnipresent ladies made it difficult to get to the buffet table!

It was a wonderful meeting, and it's always good to have a chance to talk tokens...something your Editor doesn't get too much chance to do, way up here in the corner of the nation where token collectors are few and far between. But Boston does have other compensations.

= APPLICATIONS FOR MEMBERSHIP =

- 1155 LARRY R. NIELSON - 1009 NORTH ADAMS STREET - CARROLL, IOWA 51401
Age 32. Collects U.S. (Coffee)
1156 GEORGE DAUDELIN - SUGARBUSH ROAD - WARREN, VERMONT 05674
Age 48. Collects U.S. (Rider)
1157 CHARLES M. GRACE - BOX 201 - FLORENCE, SOUTH CAROLINA 29501
Age 43; Insurance Agent. Collects U.S. (Coffee)
1158 ARTHUR V. LERMAN - 342 WASHINGTON STREET - PORTSMOUTH, VIRGINIA 23704
Age 32. Collects U.S. (Coffee)
1159 H. JOSEPH LEVINE - 5375 DUKE STREET, #517 - ALEXANDRIA, VIRGINIA 22304
Age 30; College Professor. Collects U.S. (Schenkman)
1160 JOHN R. SMITH - 323 PARK AVENUE WEST - MANSFIELD, OHIO 44906
Age 28; Coin Dealer. Collects all types. (Coffee)
1161 THOMAS A. BROWN - R.D. 3 - MORAVIA, NEW YORK 13118
Age 36; Body & Paint Shop. Collects U.S., Canada, Parking. (Coffee)
1162 ADAM SOESBEE - 6051 HAYTER AVENUE - LAKEWOOD, CALIFORNIA 90712
Age 57; Baker. Collects U.S. & Parking. (Coffee)
1163 CLARENCE F. WOODS - 1624 WEST ATHERTON ROAD - FLINT, MICHIGAN 48507
Age 55; Tool & Die Maker. Collects U.S., Canada. (Coffee)
1164 LAWRENCE J. KASTNER - 265 STOTTLE ROAD - SCOTTSVILLE, NEW YORK 14546
Age 43; Mechanic. Collects U.S., foreign. (Mishler)
1165 ALAN R. WEINBERG - 14 MARCY PLACE - BRONX, NEW YORK 10452
Age 24; Sheet Metal Apprentice. Collects U.S., Foreign, Parking. (Coffee)
1166 COL. ROBERT S. EDDY III - 220 CHAPELLE STREET - NEW ORLEANS, LOUISIANA 70124
Age 43; Collects all types. (Coffee)

CHANGE OF ADDRESS (* indicates contribution to Address Plate Fund)

- * M. Howard Kramer - 8101 Timber Valley Road - Dunn Loring, Virginia 22027
* Ray Manville - P.O. Box 275 - Springfield, Pennsylvania 19064
* Joseph A. Mazza - P.O. Box 684 - Melville, New York 11746
* Donald M. Stewart - Suite 950, 335 8th Avenue, S.W. - Calgary 2, Alberta, Canada

= NOMINATIONS FOR A.V.A. OFFICERS RECEIVED =

So far, the following have been nominated for officers of the American Vecturist Association. Nominations close May 25.

PRESIDENT: J. Douglas Ferguson (open)
VICE-PRESIDENT: Donald Edkins (open)
Robert M. Ritterband (open)
SECRETARY: Donald N. Mazeau (accepted)
TREASURER: R.K. Frisbee (open)
CURATOR: Duane H. Feisel (accepted)

= PROPOSED CONSTITUTIONAL AMENDMENT DEFEATED =

At the Philadelphia A.V.A. Convention last August, a proposed amendment to the Association Constitution was adopted. This provided that officers would serve for two-year terms instead of the present one-year terms. To become effective, amendments must be ratified by 75% of those voting in a general election.

In this case, the vote to ratify the amendment was YES 137; NO 174; 1 ballot blank. So the amendment failed, and officers will continue to serve one-year terms.

THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

NEW ISSUES EDITOR

RALPH FREIBERG

634 Ashbury Street

San Francisco, California

94117

New Issues Service

JOHN G. NICOLASI

3002 Galindo Street

Oakland, California

94601



EDITOR

J. M. COFFEE, JR.

P. O. Box 1204

Boston, Massachusetts

02104

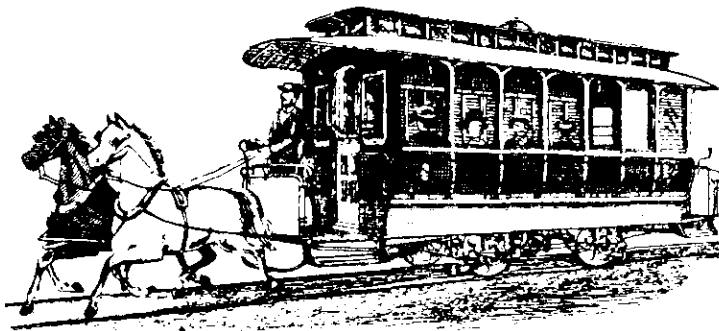
Parking Tokens

DUANE H. FEISEL

P. O. Box 11661

Palo Alto, California

94306



Volume 24, Number 5

MAY, 1970

Our 275th Issue

Until August 25 send all mail for THE FARE BOX to
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA, WA 98406

We have two issues in one mailing again, in order to get the June issue published before the Editor leaves Boston for the summer. Together with the May and June issues in this envelope you will find an official ballot for the A. V. A. election. The contest this year is between Bob Ritterband and Donald Edkins for Vice-President, and between Foster Pollack and Duane H. Feisel for Curator. There is no contest for President, Secretary, and Treasurer, so Ralph Hinde, Don Mazeau, and Toby Frisbee, are automatically reelected to their respective offices. With respect to the enclosed ballot, please mark an X in the box to the right of either Ritterband or Edkins, and in the box to the right of either Pollack or Feisel. Then place ballot in the enclosed "Official Ballot" envelope, seal, and put that sealed envelope in the larger envelope, also enclosed herewith, addressed to Mr. Reidling, who will serve as Election Chairman for this election. Deadline for receipt of mail ballots will be August 13, but ballots may be handed to Mr. Reidling in person before the end of the morning business session on August 15.

Also enclosed with this mailing is a reservation card for the Hotel Adolphus in Dallas, this year's convention headquarters hotel. Please send in your reservation to the hotel now if you plan to attend this year's convention, August 14-16. See details inside on the convention, which promises to be a great one.

The Editor leaves Boston by railroad for the summer on June 24. After an extensive trip across the country and a visit with Harold and Louise Ford in Oakland, Calif., I'll get to Tacoma, Washington, on July 14. My Tacoma address is in the masthead above. Please address all mail to Tacoma until August 25. Mail sent to Boston will be forwarded, but of course it will take longer. I shall return to Boston before Labor Day.

During the summer, as always, we shall publish one small issue of THE FARE BOX for July. We must restrict the free ads in the July issue to "for sale" ads only, and auctions of tokens catalogued at \$1 or more. No "for trade" or "wanted" ads can be published in the July issue. Send ads to the Tacoma address, and the deadline for the July issue is July 20.



= THE 1970 A.V.A. ANNUAL CONVENTION: HOTEL ADOLPHUS, DALLAS =

The 1970 Annual Convention of the American Vecturist Association will be held Friday through Sunday, August 14,15,16, at the Adolphus Hotel in Dallas, Texas. This is one of the finest hotels in Dallas, situated in the heart of downtown, two blocks from Continental Bus Station, six blocks from Greyhound, and two blocks from the famous Neiman-Marcus Department Store.

The Convention Chairman, Hank Reidling, reports a full schedule of interesting activities. There will be as complete as possible a display of all known Texas transportation tokens, and a display of Texas trade tokens including the rare and beautiful old pictorial saloon tokens. Mr. Reidling, who is a Dallas police officer, will be on guard personally, "in uniform and armed," and later another uniformed police officer will be on guard so that Mr. Reidling can participate in convention activities.

The banquet program includes a slide show centered around the Age of Steam Museum in Dallas. As the manager of the museum says, "It is presented by three of our members and interspersed with well calculated remarks concerning the aspects of our mutual interest. The entire program consists of about 45 minutes." This program is chiefly about electric interurbans.

The Convention Tour will go by special chartered bus to Waxahachie, Texas, a distance of about 30 miles, for rides on the original mule car used by the old Waxahachie Railway. The car now has rubber tires and can be pulled over parts of the original line. The tour token will reflect this ride. The tour will leave the hotel Sunday morning at 9:30 and return by 12:30.

Sunday afternoon the highlight of the convention for the families will be a watermelon feast on White Rock Lake.

There will be a combination floor and mail auction on Saturday afternoon following the business session (see auction list in this mailing) and Andrew Morgan has consented to call the auction.

The all-inclusive registration fee, which includes the tour, tour token, banquet, meeting rooms, etc., will be \$14.00. But those who send in advance registrations prior to July 21 will receive a \$2 discount: the Early Registration Fee is only \$12.00. These registration fees are necessary to help pay for a decent-looking tour token, use of meeting rooms, banquet, chartered buses, etc. Convention expenses must be handled by the local committees. No financial assistance comes from the AVA Treasury, and this is why they have become necessary. But members attending our conventions are reminded that it's only once a year, and well worth it!

Advance registrations should be sent directly to the Convention Chairman: Henry C. Reidling - 11516 Flamingo Lane - Dallas, Texas 75218.

Persons interested in exhibiting tokens--of any kind--are very much encouraged to do so. If you will exhibit, please also write to Mr. Reidling.

Registration Desk at the convention will open at Noon on Friday, August 14. Friday is always given over to get-togethers, token talk, swapping, buying, selling, gossip, and renewing old friendships. For many of us, Friday is the best part of the convention.

Please make reservations at the hotel early. Reservation cards, included with this issue, should be filled out and sent directly to the hotel. No postage is necessary.

This is our first convention ever held in the South, and it was chosen in Texas to accommodate our many members in that area. We hope, and expect, a big turnout of collectors in Dallas this August!

= DEL 3999 A GOES UP IN PRICE =

Ralph Winant reports that this interesting parking gate token, used for garbage trucks, has gone up to \$6.00 in price. Supplied by the New Castle County Engineers Dept., this token probably has the highest face value of any transportation or parking token currently in use. See page 19 of the Feisel Catalogue.

= THE 1970 A.V.A. CONVENTION AUCTION =

This is a combination mail and floor bid auction. Floor bidding will start with the second highest mail bid. Bid by both lot number & catalogue number. This will reduce mistakes in bidding. Prices shown are either catalogue or reserve bids as asked by the consignors. Please do not bid under these prices. Bids must be received by AUGUST 11, 1970. Bids should be mailed directly to:

HARRY L. STROUGH

- 2703 MILAM -

HOUSTON, TEXAS 77006

| | | | | | |
|----------------------|-------|---|-------|----------------------|-------|
| 1. Ala 750 B | .60 | 32. Conn 345 A | 1.50 | 59. Ill 320 B | 6.00 |
| 2. Cal 775 C | 5.20 | 33. Fla 380 E | 2.50 | 60. Kan 40 D | 2.50 |
| 3. Md 940 A | 3.10 | 34. Ind 960 A | 5.00 | 61. Md 60 I | 2.00 |
| 4. Md 940 C | 3.10 | 35. Kan 820 A | 4.00 | 62. Mass 115 AC & AD | 2.00 |
| 5. Minn 620 B | 1.20 | 36. NY 715 A | 1.50 | 63. Mo 440 S dented | 1.50 |
| 6. Minn 620 C | 1.20 | 37. NY 745 A | 2.00 | 64. Neb 420 Aa | .50 |
| 7. Mo 950 B | 1.10 | 38. NC 980 C | 1.50 | 65. Neb 420 Ab | .50 |
| 8. NY 715 A | .60 | 39. Ohio 440 B | 3.00 | 66. NY 629 K error | 2.00 |
| 9. NY 780 D | .80 | 40. Ohio 750 A | 1.50 | 67. NC 450 E | 2.50 |
| 10. NC 690 C | .60 | 41. Pa 400 B | 20.00 | 68. NC 690 C | .50 |
| 11. NC 690 D | .60 | 42. RI 700 C | 2.00 | 69. NC 700 D | 3.00 |
| 12. NC 690 E | .60 | 43. Va 20 C | 1.50 | 70. NC 770 B | 2.50 |
| 13. NC 880 A | .60 | 44. Austral 20 F | 4.00 | 71. NC 880 B | 2.00 |
| 14. NC 880 B | 1.20 | 45. NY 3629 D | 2.00 | 72. Ohio 475 D-5 | 3.00 |
| 15. Ohio 230 M | 1.80 | 46. Pa 3060 A | 2.50 | 73. Ohio 475 D-11 | 3.00 |
| 16. Pa 150 A | .85 | | | 74. Ohio 475 D-20 | 3.00 |
| 17. Pa 150 B | 1.70 | 47. Fla 130 A | 3.50 | 75. Ohio 475 D-37 | 3.00 |
| 18. Tenn 430 A | 2.60 | 48. Md 60 V | .50 | 76. Ohio 475 D-52 | 3.00 |
| 19. Tenn 430 B error | 5.20 | 49. Mich 65 E | 2.50 | 77. Pa 15 F | 2.50 |
| 20. Tex 255 P | .60 | 50. Angels Flight Ry. fantasies (set of four) | | 78. Pa 320 A | 2.50 |
| 21. Wash 720 A thin | .60 | | | 79. Pa 445 C | 5.00 |
| 22. Wash 880 A thin | .60 | | | 80. Pa 725 A | 10.00 |
| 23. Wash 880 A thick | ..60 | | | 81. Pa 725 D | 4.00 |
| 24. Wis 170 B | 1.20 | 51. Ark 435 B | 8.00 | 82. Pa 750 L | 5.00 |
| 25. Wis 170 C | 1.20 | 52. Cal 25 A | 1.00 | 83. Pa 750 N | 17.50 |
| 26. Wis 170 D | 1.20 | 53. Cal 760 J | 2.00 | 84. Pa 750 O | 10.00 |
| 27. Scot 420 N | .80 | 54. Col 260 P | 1.00 | 85. SC 310 B | 1.00 |
| 28. Eng 135 BM | .70 | 55. Col 260 Q | 1.00 | 86. SC 450 C | 4.50 |
| 29. Eng 135 BB | 1.05 | 56. Ida 640 A | | 87. SD 260 B | 3.50 |
| 30. Eng 685 M | .90 | (undented) | .50 | 88. Tenn 430 A | 5.00 |
| | | 57. Ida 640 A | | 89. Tenn 600 B | 17.50 |
| | | (dented) | .50 | 90. Tex 50 A | 22.50 |
| 31. Pa 997 T U V W | | 58. Ill 150 Aa | 3.00 | 91. Tex 445 I | 5.00 |
| (4 pc set) | 10.00 | | | 92. Tex 445 J | 8.00 |
| | | | | 93. WVa 200 A | .50 |
| | | | | 94. Wis 500 B | 7.50 |
| | | | | 95. Timetable F | 4.00 |
| | | | | 96. Timetable G | 4.00 |
| | | | | 97. Ontario 825 A | 4.00 |
| | | | | 98. France 600 B | .35 |
| | | | | 99. France 600 D | .35 |
| | | | | 100. France 600 F | .35 |
| | | | | 101. France 600 G | .35 |
| | | | | 102. France 600 AB | .35 |
| | | | | 103. France 400 A | .50 |
| | | | | 104. France 400 D | .35 |
| | | | | 105. Italy 520 B | .35 |

The convention committee wishes to thank Kenneth Smith, A.A. Gibbons, Duane Feisel, Joe Pernicano, Harold Young, and Andrew Morgan, for submitting these nice tokens for the A.V.A. Convention Auction.

= MAY SUPPLEMENT TO ATWOOD'S CATALOGUE =
By Ralph Freiberg

CALIFORNIA

Zone Checks 997 (Reported by E.L. Tomberlin)
"AIRPORT" LIMOUSINE E.L. TOMBERLIN DRIVER
IDENTIFICATION TOKEN ONLY
H A 33 Sd Please Return to Driver When Leaving Bus 1970 \$0.25

FLORIDA

Largo 460 (Reported by J. Douglas Ferguson)
PINELLAS COUNTY, FLORIDA BELLEAIR CAUSEWAY
PROGRESSIVE PINELLAS (BEACH SCENE)
B B 20 Sd Good For One Passage Belleair Causeway f (car on causeway) .25

LOUISIANA

Lafayette 470 (Reported by J.L. Hargett & Harry Strough)
LITTLE WILLIE'S BUS CHECK LAFAYETTE, LA.
B o A 29 Sd Good Only From Hotel to Depot 7.50
[On 470 A, "Lafayette, La." is in one line. On 470 B, "La." is under
"Lafayette" on a second line. The photo on page 252 is really 470 B.]

MINNESOTA

Miscellaneous 1000 (Reported by Russell Moyer)
P.H. HARRINGTON THE BEST LAND ON EARTH ON EASY TERMS
SLAYTON, MINNESOTA.
A o A 38 Sd Good For Railroad Fare in Payment of Land Bought of
P.H. Harrington Slayton, Minnesota. 2.50

OHIO

Cincinnati 165 (Location reported by Kenneth Smith) [ex-Unidentified #82]
CINCINNATI MOTOR BUS CO.
AGo B 21 St-sc Good For One Fare 10¢ 5.00

PENNSYLVANIA

Harrisburg 445 (Reported by Michael Rosenthal)
B.M.H.S. BUS FARE
D o Pw Sq Sd Holy Name of Jesus (23mm) (black letters) (* 1/64) .20
H.N.J. BUS FARE
E o Pr Sq Sd Holy Name of Jesus (23mm) (white letters) (* 1/64) .15
[Tokens used by Bishop McDevitt High School and the Holy Name of Jesus
grammar school, for some two or three years.]

RHODE ISLAND

Newport 520 (Reported by D.R. McKelvey)
RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY
B B 26 Sd Newport Bridge Newport Bridge (13mm red anodized alum-
inum center) 1.00
[520 B is a non-revenue token for use by construction workers.]

SOUTH DAKOTA

Miscellaneous 1000 (Reported by Bob Coney)
WOODEN NICKEL BURKE HOMECOMING BURKE, S.DAK. (BUFFALO)
K o We 38 Sd This Plus 10c Good For Any Ride Burke Homecoming .25

THE DISTRICT OF COLUMBIA

Washington 500 (Reported by New Issues Service)
LANDMARK SERVICES INC. (BUS, type 3)
AJ WM 23 B1 Child's Fare (bus) (2 slots) .50

NEW YORK . CHICAGO . NEW YORK . CHICAGO . BLUE CHIP SERVICE
TWA (in emblem) (BULL & BEAR)

Z Pb 38 Sd

Every Hour Before the Rush Hour Between La Guardia and O'Hare
15 Minutes Before Every Hour 7.45 A.M. to 8.45 P.M.
(gold lettering on both sides)

= NOTES BY RALPH FREIBERG =

This month we list a zone check issued by one of our own members. Mr. Tomberlin was thinking about putting out a personal token and, as he is a driver for the Airport Limousine which operates from Oakland Airport to Oakland and Berkeley, he decided to issue a zone check. The fare to Berkeley is \$2.05 and to Oakland \$1.14. It's up to the driver to know who pays his fare to where. Sometimes it's difficult to remember who has paid to Oakland and who to Berkeley, and sometimes people only pay a fare to Oakland but ride all the way to Berkeley. So Mr. Tomberlin talked to the boss, who said drivers should use their own judgment. Some drivers wanted to use poker chips, but Mr. Tomberlin thought of using his own personal token. There were 500 of these struck so it won't ever be a rarity, and it is obvious Mr. Tomberlin had no intention of trying to create a scarce token. If some collector did the same thing but only had 50 struck we wouldn't list it, for the simple reason we aren't going to participate in the creation of artificial rarities. Our requirement for listing is that a token be struck in sufficient quantity to ensure that it is not a speculative venture. For instance, our convention tour tokens are always struck in sufficient quantities to be available to any member who wishes one. Every once in a while some club organizes a "tour" as an excuse to issue a token, then tries to get us to list special off-metal "rarities" which were reserved for the privileged few. We have nothing to do with this sort of venture.

Mr. Ferguson was down in Florida and crossed Pinellas Causeway. He bought \$1.00 worth of tokens to use, and after returning home he discovered that the token was different from the listed one! John Nicolosi wrote the Causeway people and asked if he could obtain some. They denied that there were any new varieties, but admitted they had some new shiny ones. He bought some shiny ones, and sure enough they were the new one. However, they deny they have a new token so apparently we won't be able to get them to pick them out for us. Anyone who wants to can write them and ask for the "shiny" ones.

Some time ago Harry Strough picked up a Lafayette, La., token and presumed that it was the listed token. He got it in a flea market. Then, from the same person, he recently obtained a second one (which was a different die variety). Meanwhile another token, like Harry's, was obtained by Mr. Hargett. These three, which are all similar to each other, turned out to be different from Mr. Coffee's token which is pictured on page 252 of the catalogue. The whole affair was odd, as it turned out Mr. Coffee's token really is 29mm, while the three that turned up recently were 31mm. The listed token is 31mm, and apparently that was an error. So we are listing Mr. Coffee's 29mm token now as the "B" and will consider the Strough-Hargett specimens as "A." But, to keep things in order, add (vars.) to the "A" listing, and change the attribution under the picture on page 252 to "La 470 B." There are 3 known of A, and B is still unique.

The Minnesota listing is similar to the real estate giveaway gimmicks which we have listed from North and South Dakota. This is the first one from Minnesota that we have found. Obviously there must be quite a variety of these things. They are all rare except for SD 1000 C, which was found in some quantity by Roland Atwood some 30 years ago. In fact there are no more than 3 known of any of the others.

The Cincinnati Motor Bus Co. token is pictured on page 416 of the catalogue with the Ohio tokens because Mr. Coffee assumed, correctly as it turned out, that it was from Cincinnati, Ohio. However, as we could find no record of such a firm ever operating in that city, we listed the token as a Maverick (#82). Kenny Smith now comes up with the desired information, so we move it out of Unidentified and into Cincinnati, Ohio. Mr. Smith learned that this company operated in the early 1920's, having appar-

ently only one route: from downtown Cincinnati to Norwood, Ohio--a distance of six miles each way. The fare was 10¢ cash, and these tokens probably sold at 3 for 25¢. No transfers were issued by this company, as it was completely independent of the Cincinnati streetcar lines. The company went out of business in 1926. Information on these early small bus lines is very difficult to obtain, and we're grateful to Mr. Smith for removing another Maverick from the list.

A few months back Michael Rosenthal came up with a school token from Harrisburg. I was trying to speed up information so we could list it in the new catalogue, but at the time there was conflicting information so we held up the listing. As it turned out, there were two tokens, one for high school use and one for grammar school use. They were placed in use January 1, 1964, and used for two or three years. They're now obsolete, but Mr. Rosenthal kept on the trail and finally came up with enough for our New Issues Service. Unfortunately the whole supply have been dealt with rather harshly by their young users, so their condition leaves something to be desired.

The Newport, R.I., token is one of those special-use tokens which are not made available to collectors, so it will not be handled by N.I.S. As time goes by, probably some of them will become available so collectors shouldn't pay big prices for these tokens.

The Landmark Services child fare tokens, after months of waiting, pleading, and long-distance calls, finally came through. These will be sent to N.I.S. members.

= NEW CLUB IN DENVER MEETS EVERY THIRD THURSDAY =

Two years ago the collectors of transportation tokens in Denver organized a club right after returning from the AVA Convention at Oakland. The group meets at Syd Joseph's home, and Mrs. Joseph supplies coffee and cookies or donuts. There is nothing formal: no officers, no business meeting. Just a friendly gathering to talk and swap tokens. They meet the 3rd Thursday of every month, and all collectors are welcome.

Eleven were present for the May 21 meeting: Gerald Sochor, Herbert Nott, James Zervas, Gene Skoglund, Sidney White, Bill Davis, Toby Frisbee, Charles Carter, Syd Joseph, George Sanders, and visitor Doris Westrich. Mr. Frisbee showed some old trolley postcards, some "with pictures of ladies with real hair," and wooden postcards from Japan. Herbert Nott showed some pictures of ghost towns taken by him and his wife while travelling about Colorado, and Gerald Sochor displayed some unlisted zone checks from Latin America.

= A VAIN SEARCH FOR THE RARE CYPRESS BEACH FERRY TOKENS =

When the Editor visited ex-AVA member Ivan B. Cline in June, 1969, I asked him if he had ever found any more examples of the extremely rare Ind 685 A & B (pictured on page 190; only 1 known of each). Mr. Cline related an experience he'd had in searching for these tokens which bears retelling. Mr. Cline's adventures in seeking out rare tokens would fill a book, as for instance the time he paid to have the floor torn up in the old Vincennes Transit office, and uncovered a hoard of Ind 930 C, plus a few of B and D and one A.

In any case, he found the last owner of the Cypress Beach Ferry, who had issued the ferry tokens, and was informed that the tokens had all been thrown down an outdoor privy! That had been years back. In the meantime the facility had fallen into disuse, but was still there. So Mr. Cline and the ex-ferry man returned to the scene, and Mr. Cline offered the man a handsome sum for each token recovered. Upon hearing the offer, the gentleman lowered his young grandson on a rope down the hole, and he dug deeply, in search of the tokens. As Mr. Cline tells it, however, in spite of furious activity on the boy's part, not a single token was unearthed.

Such a disposition of Ind 685 A and B must surely be unusual, and probably indicates that these two ferry tokens will remain extremely rare.

= MAY SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =
By Duane H. Feisel

NEW JERSEY

Plainfield 3700 (Reported by Jack Wilcox)
PARKING TOKEN WE PAY \$1.00 CASH FOR TWENTY TOKENS
SUBURBAN TRUST CO. PLAINFIELD OFFICE EXP. DATE JULY 1, 1958
A o Wr 38 Sd Wooden Nickel Suburban Trust Company (Indian head) \$0.15

PENNSYLVANIA

Newtown Square 3700 (Reported by Joe Pernicano)
ORIGINAL SQUARE BUSINESS ASSN. NEWTOWN SQUARE, PA.
PARKING TOKEN
A B 25 Sd PPI (4/1/70-) .25

TENNESSEE

Ripley 3800 (Reported by Joe Pernicano)
CITY OF RIPLEY TENNESSEE
A B 23 Sd 5¢ Parking Token (1968-) .15

WASHINGTON

Patterns 3998 (Reported by DHF)
D A 25 Sd (as WA 3780 M)

MANUFACTURERS' STOCK PARKING TOKENS

Group 3067 (Reported by Pernicano)
PARKING PRODUCTS INC.
A B 23 Sd PPI .25
B B 25 Sd PPI .25

ADDITIONS AND CORRECTIONS

KY 3510 B: add variety description
(R: Propeller points ...)
a. (S -- U)
B. (I -- C_

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

With respect to token correspondence, my story remains about the same--I am snowed under! What I am doing is trying to keep up with new correspondence as it arrives, and as time permits I dig back into the stack. So if you are anxious for a quick response to a letter you might have sent some time ago, drop another note. Otherwise, be patient and eventually I will get up to date. Now that I have a new IBM Selectric typewriter for preparing the copy for the new parking token catalogue, I will be spending time on that effort. So, now is the time to report any unlisted parking tokens to me so that they may be included in the new, badly needed, catalogue.

As evidenced by the expiration date on the wooden nickel token, this is an older item. The bank claims to have discarded all the pieces they had on hand some years ago, so this may turn out to be a rather scarce token.

In Newtown Square, the merchants give out tokens with a minimum purchase to provide parking free in a privately owned lot. At first MSPT 3067 B (reported this month) was used, but now the personalized tokens have replaced the stock token. A supply of these tokens has been secured for PTNIS subscribers.

The Chief of Police of Ripley, Tenn., sent me a token in response to my inquiry, but declined to make available a supply for PTNIS. It is not exactly clear to me, but there may be a second variety from Ripley--Who can supply the missing information? I would assume that the tokens are distributed in the usual type of merchants' meter parking validation plan.

Parking Products Inc. is a relatively new concern manufacturing parking equip-

ment. Both of their stock tokens have been ordered for distribution among PTNIS members.

Last month was reported MSPT 3065 A. Recently I was in Los Angeles on business and learned that the Parkomatic company was located in Burbank. This token has been secured for distribution to PTNIS subscribers.

Since a nice group of tokens has been accumulated, a PTNIS shipment will be made just as soon as the two MSPT 3067 tokens are received. This shipment will consist of Pa 3750 N; Wash 3780 Q; MSPT 3065 A; Pa 3700 A; MSPT 3067 A B.

For those of you who might be interested in the benefits of membership in Parking Token New Issues Service (PTNIS), please refer to the details presented on page 41 of the April 1970 issue of THE FARE BOX.

= DICK MASUDA WINS HONORS AT COIN SHOW =

By H. Don Allen

Dick Masuda, AVA 696, Past President of the Miramichi Coin Club of Newcastle, New Brunswick, won first place in Tokens & Medals at the club's second annual coin show on May 23. The successful show climaxed a "Miramichi Coin Week," proclaimed by the Mayor and promoted by a special cancellation on the town's mail. Don Allen, AVA L441, who journeyed from Nova Scotia to address a dinner meeting and to serve as judging chairman, reports "with the pride of a teacher whose pupil has done really well" that it was five years ago, to the month that, from the northern town of Chibougamau, he sponsored Dick for AVA membership and thus introduced him to the hobby. In connection with Miramichi Coin Week a commemorative medal, reflecting transportation history on the Miramichi (a traditional center of shipbuilding in the days of wooden vessels), has been struck by medallist Orazio Lombardo (AVA 619). Wooden nickels of 25¢ value also were produced. Medal and wooden nickel inquiries might be addressed to Masuda at 521 Old King George Highway, Newcastle, N.B.

= BATS TO MEET IN JULY =

The San Francisco Bay Area Token Society (BATS) will hold another of their informal bimonthly meetings on Sunday, July 5. Hosting the meeting are Duane and Shannon Feisel at their home in Los Altos. Slated to begin at noon, the meeting will feature swimming and picnicking in addition to the usual token conversations. John Coffee, Editor of THE FARE BOX, will be the honored guest. Any and all token collectors are welcome to attend. Please contact Duane Feisel at P.O. Box 11661, Palo Alto, CA 94306, telephone 415-941-2690, for directions if needed.

= MAY NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

We have 3 tokens for you this month: Cal 997 H, a zone check thanks to E.L. Tomberlin, whose name is on the token. This was first used in March, 1970. Then you will receive two others. Now I must explain that all of these Pa 445 D & E in my possession are in bad condition. Made of plastic, they were chewed, bent, broken, chopped, and cut. It looks like the kids never got fed! These were made available to us by Mr. Rosenthal of Highland Park, NJ, and I'm grateful for all the time and effort he put into getting them for us. Regardless of condition we're lucky to get them in any shape. Please don't try to return them for better ones; there are no better ones! Since the condition is so bad there won't be a surcharge this month on these 3 tokens; just catalogue price + postage. All NIS members will receive.

More pending for next month, and one from England, one from Scotland, two from Wales as well for you foreign token collectors.

= FIRST SUPPLEMENT TO FORD'S CATALOGUE OF CAR WASH TOKENS =
By Harold V. Ford

| | | | |
|--|--|--|--------|
| <u>COLORADO - EAST CANON CITY 290 (Nicolosi)</u> | | | |
| | CURSON ENTERPRISES INC. GOOD FOR ONE FREE CAR WASH | | |
| | E. HIWAY 50 AT RAYNOLDS AVE EAST CANON CITY, COLO. | | |
| A | We 38 Sd | (Robo Wash street sign) | \$0.15 |
| <u>ILLINOIS - CHICAGO 150 (Feisel)</u> | | | |
| | OHIO-LA SALLE SERVICE STATION GOOD FOR 10¢ IN TRADE (OVER) | | |
| G o A | 25 Sd | On Brakes Greasing Washing Parking Tires-Tubes Repairs | 3.50 |
| <u>INDIANA - CLARKSVILLE, 155 (Feisel)</u> | | | |
| | GOOD FOR -5- MINUTES AT M & O CAR WASH 1117 EASTERN | | |
| | CLARKSVILLE, IND. | | |
| A | WM 27 Sd | (Sofspra) | .25 |
| <u>MICHIGAN - BLISSFIELD 105 (Feisel)</u> | | | |
| | GOOD FOR 5 MIN. ONLY AT Be - Ja AUTO WASHETTE BLISSFIELD, | | |
| | MICHIGAN | | |
| A | WM 27 Sd | (blank) | .25 |
| <u>NEW JERSEY - LAKEWOOD 410 (Wilcox)</u> | | | |
| | DOUG'S CAR WASH LAKEWOOD, N.J. (INDIAN HEAD) | | |
| A o We | 38 Sd | Save 10 Wooden Nickels For One Free Car Wash | .15 |
| <u>NEW YORK - BRIDGEPORT 83 (Feisel)</u> | | | |
| | GOOD-ONLY-AT SOFSpra AT ROUTES 298 AND 31 BRIDGEPORT, N.Y. | | |
| A | WM 27 Sd | (Sofspra) | .25 |
| <u>De Witt, N.Y. 182 (Feisel)</u> | | | |
| | GOOD FOR -5- MINUTES AT G.E.M. SOFSpra BRIDGE ST. | | |
| | DE WITT, N.Y. | | |
| A | WM 27 Sd | (Sofspra) | .25 |
| <u>Liverpool, N.Y. 497 (Feisel)</u> | | | |
| | GOOD ONLY AT SOFSpra 700 LIVERPOOL RD. LIVERPOOL, N.Y. | | |
| A | WM 27 Sd | (Sofspra) | .25 |
| <u>Pulaski, N.Y. 765 (Feisel)</u> | | | |
| | GOOD FOR -5- MINUTES AT SOFSpra 7623 ROME ST. PULASKI | | |
| A | WM 27 Sd | (Sofspra) | .25 |
| <u>Syracuse, N.Y. 875 (Feisel)</u> | | | |
| | GOOD FOR -5- MINUTES AT SOFSpra N. SALINA STREET & LEMOYNE | | |
| | AVE. SYRACUSE, NEW YORK | | |
| A | WM 27 Sd | (Sofspra) | .25 |
| <u>OHIO - ZANESVILLE 995 (Feisel)</u> | | | |
| | GOOD ONLY AT C.B. SOFSpra 1078 LINDEN AVE. ZANESVILLE, OHIO | | |
| A | WM 27 Sd | (Sofspra) | .25 |
| | GOOD ONLY AT C B SOFSpra 1078 LINDEN AVENUE ZANESVILLE, OHIO | | |
| B | WM 27 Sd | (Sofspra) | .25 |
| <u>PENNSYLVANIA - LANCASTER 525 (Feisel)</u> | | | |
| | SOFSpra MANOR ST. AT HERSEY AVE. LANCASTER, PENNS. | | |
| A | WM 27 Sd | (Sofspra) | .25 |

Wilkes-Barre, Pa. 985 (Picton)

GOOD ONLY AT SOFSpra SAN-SOU CI PARKWAY WILKES-BARRE-
NANTICOKE H'WAY WILKES-BARRE, PA.

A WM 27 Sd (Sofspra) \$0.25

CANADA - BRITISH COLUMBIA - VANCOUVER 800 (nicolosi)

MERIT CAR WASH

B B 24 Sq-sc (blank)(obverse letters incuse) .25

ADDITIONS AND CORRECTIONS

Redwood City, Calif 690 A: add (vars)

Rev. E in 5 MINUTE nearly touches

a. S in WASH

b. H in WASH

Unid. #8 - is from Fayetteville, NY 252 A

Unid. #11 - is from Stoops Ferry, Pa 368 A (obsolete)

Calif 80 A - add comma after BERKELEY,

262 A - (incuse letters)

450 B - add dash between SELF-SERVICE

475 A - should read PARAGON (not PARACON)

775 E F - Incuse letters)

Colo 460 A - was incorrectly reported as WM; change to Zinc.

Va 720 A - add dash between CAR-WASH on reverse.

This is the first supplement to the listing of car wash tokens, published by Duane Feisel in March. I still feel that we are just scratching the surface in locating the available tokens in this relatively new field of collecting.

A majority of active collectors live in the West. As a result the western states have been covered more extensively than those east of the Rockies. Duane flew east wice in the past two months and discovered a number of midwestern and eastern Sofspra issues. Undoubtedly there are yet many more around waiting to be discovered.

Of the Sofspra listings I do not know how many are still in use and how many are obsolete. John Wilcox tried writing the Lakewood, N.J., issuer and his letter was returned with the note that the firm was out of business.

The Chicago listing is also listed in the March issue of the Fare Box as a parking token.

Please report new listings and locations of unidentified car wash tokens to me:

HAROLD V. FORD - 6641 SARONI DRIVE - OAKLAND, CALIFORNIA 94611

Arthur Allen sends along a photograph of the ferryboat operated by the Rock Island-Davenport Ferry Company, which used Ill 760 G. The boat was 112 feet long, 40 feet wide at beam, and it drew 3 feet. It was hand coal-fired, electric lighted, steam powered by 2 boilers driven into two 14-inch cylinders with 5-foot strokes, connecting directly with Pitman Armstrong stern paddlewheels. The boat was built between March and August, 1904, and put into service August 25, 1904, at a cost of about \$15,000. It was built mainly of Douglas Fir. The token type indicates it was issued no earlier than World War I, however, and we still don't know when they stopped using the tokens or the boat stopped running.

Melvin Fox has dated the issuance of NY 630 T for us. Grover Whalen was Commissioner from 1919 to 1922, so the token would have been issued during that period.

Worcester, Mass., has gone to an exact-fare system with a new twist. Instead of making you pay extra if you don't have exact change, you write an IOU and they take your promise to mail in the fare! Honest folks in Worcester.

THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

NEW ISSUES EDITOR

RALPH FREIBERG

634 Ashbury Street

San Francisco, California

94127

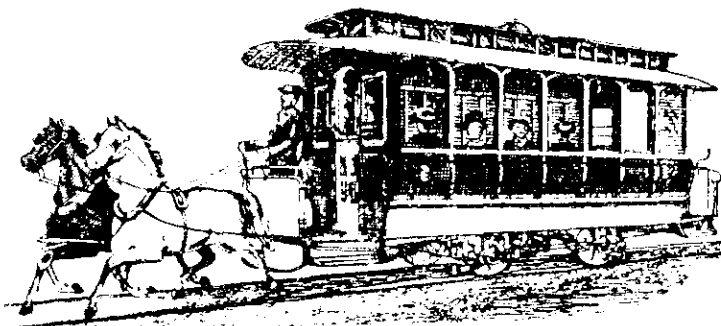
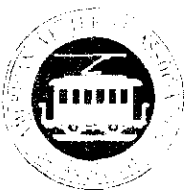
New Issues Service

JOHN G. NICOROSI

3002 Galindo Street

Oakland, California

94601



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Boston, Massachusetts

02104

Parking Tokens

DUANE H. REISER

P. O. Box 11661

Palo Alto, California

94306

Volume 24, Number 6

JUNE, 1970

Our 276th Issue

Until August 25 send all mail for THE FARE BOX to
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA, WA 98406

By now members should have received their copy of the 1970 American Vecturist Association Roster of Members. This booklet was prepared, as it has been for the past several years, by Bob and Anna Butler of Minneapolis. It requires a tremendous amount of work, and Bob and Anna deserve the gratitude of the Association for this excellent and vital document. Not only did they prepare the booklet; they also addressed a copy to each member and mailed them all out!

As is evidenced from the growing lists of membership applications, our society is growing rapidly. Of course one reason for the growth is the infusion of interest brought about through publication of the new Atwood Catalogue. This book is selling very well, and has received universal praise among numismatic periodicals. We believe it establishes transportation tokens—if there had been any doubt about it in the past—as the leading branch of token collecting.....and a significant branch of numismatics.

Included in this issue is an excellent article on trolley buses and their tokens, with pictures. Harry Porter of Louisville supplied us with these pages for insertion in THE FARE BOX and we are grateful to him. He is the author of the article, of course. It originally appeared in a journal for trolley bus enthusiasts which he edits.

We are running a supplement to Harold Ford's catalogue of car wash tokens. There is only limited interest in these tokens, but frankly I needed something to fill up an issue, and asked Harold to supply a supplement. From time to time in the future, when there is nothing else to publish, I'll run a supplement of car wash tokens.

Also in this issue is a list of corrections to the 1970 Catalogue. No doubt we missed some errors. If you run across a mistake in the new Atwood which is not included in this list, please note it down on a postcard and mail it to Ralph Freiberg. Frankly I was quite pleased that, so far, so few mistakes have turned up. In a book of this magnitude, consisting of so much factual material and so much precise listing, one expects quite a few errors.

The Editor has a supply of the 1970 Atwood Catalogues in Tacoma, so orders may be sent to me there, but please not I won't arrive there until July 14.



= JUNE SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =

By Kenneth E. Smith

CHINA (Reported by J.D. Ferguson)

Canton 120

(DOVE OF PEACE PLUS CHINESE CHARACTERS)

Yao Bz 19 Ch (blank) \$1.00
(Issued by office for foreign trade to coolies for admitting to ships for unloading cargoes.)

(LARGE LETTERS CHI PLUS CHINESE CHARACTERS)

YBo B 29 Ch (blank)(K-plated) 1.00
(A ship loading ticket of the Yee On Tai Co.)

Hong Kong 400

(CHINESE LETTERS READING HI CHUNG MOTOR BOAT CO.)(FERRY)

I o B 23 Sd (large 1 in 3 circles) 2.50
DRAGON BOAT RACES (inscription in both English and Chinese)
(RACING DRAGON BOAT AND OARSMEN)

YGo WM Ov Sd (blank)(46x33mm)(gold-plated) 2.00
(A pass for the dragon boat races held once a year by the boat people of Hong Kong.)

Shanghai 720

HUNG KONG RESTAURANT 31 RUE WAGNER (CHINESE CHARACTERS ALSO)

K o WM 20 Sd (large 20 in wreath) 2.50
(A rickshaw token for the Hung Kong Restaurant in the French section, details listed in the 1936 China Review.)

Kwangtung 997

(CHINESE CHARACTERS READING "TO GO PAST A LOCK GATE OR A WATER TUNNEL IN KWANGTUNG")(all incuse)(ferry token)

A o B 25 Sd (same as obverse) 2.00

ENGLAND

Southport 715 (Reported by Donald Capper)

SOUTHPORT TRANSPORT

CE C 23 Sd 2½ (no d)(lemon) .15
(As England goes off the d usage for money on February 15, 1971, Southport ordered their new tokens without the d, so they could be used after the new money came into use. By law all tokens with d become obsolete on that date.)

FRANCE

Ecully 325 (Reported by K.E. Smith)(Ecully is a suburb of Lyons)

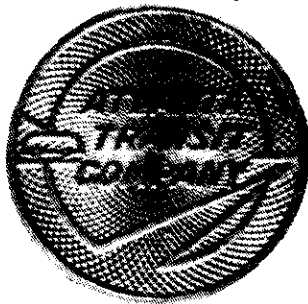
TRAMWAYS D'ECULLY (STREETCAR)

A o B Oc Sd Correspondance (19mm) 5.00
(This token was used from 1896 to 1898 as a transfer token, principally by Ecully officials from the Tramways d'Ecully at the end of one of its lines to the joining OTL streetcar of Lyons. I own the only known example of this token, having bought it in 1948 from a French collection. I listed it correctly in the 1950 Atwood Check List, but later in my expanded foreign mimeographed list it appeared as Paris 660 H, an error. How I don't know. In my book I intended to put it under Ecully but in the vast amount of work and some reorganization for this first printed edition it got overlooked along with 5 other items accidentally omitted.)

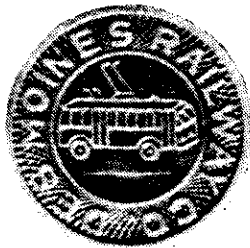
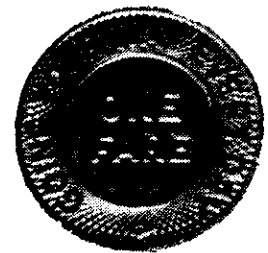
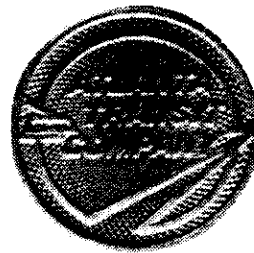
Please continue to send reports of new issues and discoveries, and be sure to include rubbings or photographs.

TOKENS, TRANSFERS, & TROLLEYBUSES in North America

GA 60 R



GA 60 S



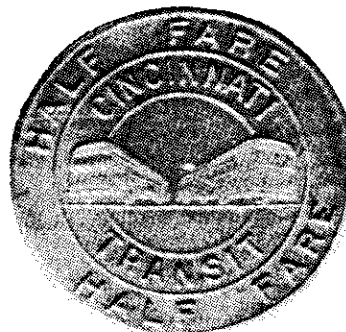
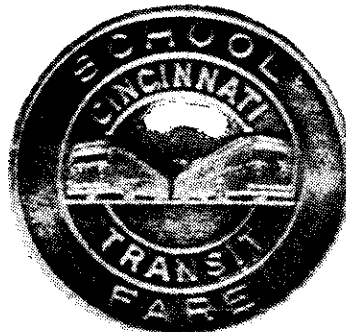
IA 300 I

WI 510 M

| | | | | | | | | | | | | | | |
|--|-----------|----|----|----|----|----|----|----|----|------------------|------|---|---|--|
| PROSPECT TROLLEY BUS | | | | | | | | | | ★ | ★ | ★ | ★ | |
| See regulations on back of transfer. Kansas City Public Service Co. | | | | | | | | | | N | E | S | W | |
| 9 | | | | | | | | | | 053907 | | | | |
| A.M. | | | | | | | | | | P.M. | | | | |
| 1/2 FARE | OFF ROUTE | | | | | | | | | N W E S | | | | |
| 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | NOON | | | |
| 2 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 13 | | | |
| 3 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 14 | | | |

Kansas City Public Service Company

all transfers actual size-all tokens twice real size



OH 165 Y & Z

OH 165 AG

OH 165 AD

OH 165 AC

TOKENS, TRANSFERS, AND TROLLEYBUSES (con't):

Probably the first recorded reference to the trolleybus was in 1882 by one Dr. Finney in Pittsburgh. The idea of a vehicle drawing reliable propulsion power from wires but not needing expensive track was certainly an attractive one and though many primitive trolleybuses were tried out and some small systems started it was not until the mid-1930's that the trolleybus became a challenger to the streetcar. Previous to this time the streetcar had the big advantage of having its own "road" and unpaved or dirt roads did not hinder it. Private autos were almost unheard of and riding was heavy. In the economic upheavals of the 30's improved trolleybuses and paved roads wrote the end to many a streetcar system. Many tokens picture streetcars or mulecars of earlier times as that was what most cities had and when trolleybuses came in most had ample supplies of earlier tokens evidentially. A notable exception to this is the series of tokens from Cincinnati picturing a bus and trolleybus on both sides. A sample of the interesting series of transfers of the Kansas City Public Service Co. is shown; each transfer of this period had the vehicle used named on it. Several other companies mentioned trolleybuses on the reverse such as British Columbia Hydro & Power Authority, etc. Many cities which had trolleybuses had them only for the life of one generation of vehicles as when replacement time came around for them the post-Korean war inflation, decline in public transit riding, and massive increase in wages and private autos sealed the fate of the reliable, silent, & non-polluting trolley coach. Tokens coming out during this period were issued by the Atlanta Transit Company and the Des Moines Railway Company. The Atlanta token has a rather stylized trolleybus on the front of its regular and school tokens while the Des Moines token is both unusual and common looking with its obvious modification on the very common type #2 bus design. While all the type 2 buses have 2 windows behind the door and 3 in front and this token has a 3 and 5 arrangement the similarity is unmistakable. At the peak period in 1951 - 1952 some 57 cities were operating over 10,000 trolleybuses but all too soon the trolleybus began to fade from the scene at a much faster pace than the streetcar did and by 1970 only 17 cities still run about 1200 TB's. However, there are some indications of the beginning of a resurgence in electric-powered, rubber-tired street transit as the twin problems of air-pollution and economy become more important. In Toronto recently it was decided to replace their entire trolleybus fleet with modern, new-look units of the latest design. Other cities are showing interest in following Toronto's lead. On the right is a transfer for the Yonge Trolley Coach line in Toronto which distinguishes it from several other bus lines on the same street issuing transfers. The T.C. on this form comes and goes with different transfer issues. The last token with a trolleybus on it was a special tour token issued by the Omnibus Society for a fan trip on that system; this same token was reused on the last day fan trip on that system in 1965. At the last moment and too late to obtain a specimen I heard of the Brazilian token from Niteroi which has no picture but mentions the trolleybus on the token. As a sub category trolleybus tokens would be far easier to obtain than either horsecars or streetcar ones and would make an interesting display in itself.

| | | | |
|---------------------|------|-------------------|----|
| YONGE T.C. | | | |
| Mon. Apr. 13 | | | |
| 001512 | DOWN | FARE PAID TO ZONE | D |
| SP | | 6 | 00 |
| | | 5 | 10 |
| 15 GLEN ECHO | 00 | 4 | 20 |
| | | 3 | U |
| 10 LAWRENCE | 05 | 2 | 30 |
| | | 1 | 40 |
| 00 EGLINTON | 15 | SPC | 50 |
| | | 5 | R |
| | | 6 | 00 |
| | | 7 | 10 |
| | | 8 | 20 |
| | | 9 | U |
| | | 10 | 30 |
| | | | 40 |
| | | | 50 |

= JUNE SUPPLEMENT TO ATWOOD'S CATALOGUE =
By Ralph Freiberg

CORRECTIONS TO THE 1970 ATWOOD CATALOGUE

Ala 220 M - (page 40) the caption under the picture should be changed to Ala 220 L
Ala 560 A - add "5" to reverse, making it read ONE FARE 5
Ariz 640 C - should be Sd, not P in center
Cal 715 N - metal is steel, not zinc
Cal 715 S - add price of 15¢
Cal 745 D - remove comma after SAN DIEGO
Cal 895 H - remove apostrophe from "Edise's" making it read BERT EDISES
Cal 999 A - the 50 on the reverse is not engraved.
Haw 210 B - is Bar, not Sd
Ill 70 J - add (type A) to reverse
Ill 290 - Fairfield should be 290 and not 285
Ill 600 B C - should be 5TH and not 5th (600 D is correct as listed)
Ill 840 A - add (bus) to reverse
Ind 610 H - should be Bar, not Bl
Iowa 300 G - add (vars.); remove (vars.) from 300 H
Kans 620 A - reverse should read GOOD FOR 1 FARE (not "one") [see picture page 226]
Kans 620 B - name is spelled ROYSE (not "Royce") [see picture page 226]
Kans 620 F - change & to AND [see picture page 226]
Md 60 K - photo page 260 - change picture caption to Md 60 M
Mich 560 Q - add (Sc)
Minn 680 B - add price of \$2.50
Miss 600 - photos page 312 - change picture captions to Miss 660 A, B, and C
Neb 540 I - change "C.P. Stevens" on reverse to S.P. STEVENS (also in note below J)
NH 30 A - change "Midwinter" to MID-WINTER
NY 60 A - change reverse from (blank) to (milling)
NY 630 V - to obverse add MANHATTAN BUS DIV. TRANSFER TOKEN
NY 999 A - change "NEW YOUR" on obverse to "NEW YORK"
NC 130 G - add (WM-plated)
Ohio 10 N - add size (33x24mm)
Ohio 15 B - add THE to obverse: THE J.B. COX TRANSPORTATION CO. A
Ohio 165 F - add (2 vars. of streetcar)
Ohio 505 B to G - delete period after H in H W. ARNOLD
Ohio 745 D - should be WM and not Brass
Ohio 785 A - no period after CO
Pa 155 A B - add (white letters)
Pa 355 A - add ONE TRIP. to obverse [see photo page 462]
Pa 750 T - [token was left out by mistake] Obverse is same as 750 S.
Reverse: T o Bz 25 Sd Conductor's Check 5.00
Pa 750 AO - PTC should be P-T.C
Pa 765 A - correct size to (45x35mm)
Pa 765 L - change & to AND [see photo page 492]
RI 520 J - correct size to 28mm (not 26mm)
Tex 965 I K - correct color is pink (not red)
Wash 780 M R - remove "ONE" from reverse to make it read GOOD FOR CHILD'S FARE
DC 500 AD - add (2 slots)
Unidentified #8 - add size (26mm)
Fantasy, Minden, Nebr. - correct description to the following:
CITY TAXI CO. PHONE AB-12345 CHRISTMAS CITY
A 22 Sd Good For 25¢ in Trade
Canada, Alberta 140 A B - correct metal from Bz to Lead (copper-plated)
New Brunswick 750 A - add DU PORT to reverse as listed in April 1970 Fare Box
...du Pont du Port de Saint Jean...
Nova Scotia 850 A - move the period from "FERRY." to place it after the W. of S & W.
Ont 310 A - add period after CIGARS. on reverse
Ont 525 A - add J.H. SCHMIDT PROP. to obverse [see photo page 658]
Ont 565 A - obverse should be HORSESHOE INCLINE RAILWAY (not "inclined")

Ont 750 C - correct spelling is TRENUTH's (not "Trenouth's")
Ont 999 C (April 1970 Fare Box) - correct size is (39x23mm) (Sc)
Canada Timetable J (page 681) is 34mm, (not 39mm)

NAMES IN SCRIPT

The following tokens have the name of an official in script. We have sometimes listed this distinction previously, and sometimes not. This list will assist those who wish to be precise. It should also be noted that some names in script are difficult to decipher, and we only do the best we can in the spelling.

Ind 460 D E G I L R S T U V W; Ky 150 A thru E F G; Minn 230 E I thru L, 540 F thru L; Mo 440 J thru Q; NJ 15 A B, 555 A thru F; NY 235 B "Route of the Dashing Commuter" is in script, 437 A "Stage () Lines" in script; Pa 165 G thru I, 575 A B C; RI 700 D E; Tex 340 I thru O; Utah 750 C thru L; Unid. #6 [see photo page 620]; Quebec 850 C thru G.

NAME AND TITLE IN SCRIPT

The following tokens have both the official's name and his title in script. The above list is for tokens with the name only in script. This list has both name and title in script.

Fla 710 A; Ind 460 J K; Minn 230 F G H; NY 10 K L; Ohio 505 B thru G, 860 A D; Canada Timetable K.

PART OF INSCRIPTION INCUSE

There are a few tokens which have part of the center wording incuse. These usually are so designated in the catalogue. However, the following were not so designated:

Calif 450 K - all wording in emblem is incuse
NY 10 A thru D - UT incuse on both sides of token
NY 80 D - BRCo is incuse on both sides of token
Pa 765 AB - PRC is incuse on reverse of token
Pa 997 R S - obverse letters are incuse.

= NOTES BY RALPH FREIBERG =

This month we have listed all the corrections either reported to me, or discovered by me. I've been way behind checking many items, and had missed some of the errors that occurred in the 1963 Catalogue, with the result that they were continued on in the 1970 Catalogue! With respect to listing those tokens which have the names of officials in script, I like to do this because it will explain why we may make a mistake in spelling some official's name. It's often impossible to make out the spelling in script signatures on tokens. We usually get the spelling from collateral sources, such as transportation histories or directories of companies. If you think we're wrong on the spelling of any name, don't just try to out-guess us; get the facts from some collateral source and we'll be delighted to make a correction.

Some tokens were omitted from the 1970 Catalogue by mistake, and these were included in the April Supplement. Among these were the Ontario passes. These are an interesting group. It seems that the baseball club played games up to 1926 out on an island, and of course when they issued press passes they also had to issue ferry passes to the newspaper men could get to the island. After the 1926 season a new ball park was built on the mainland, so the ferry, which was owned by the baseball club, was sold in 1927 to the Toronto Transit Company.

Another problem we have is in designating tokens which are either obsolete or still in use. For instance in Chicago just when our Catalogue went to press they pulled some tokens out of storage, and are now using Ill 150 Z and AB, so the obsol-

ete mark should be removed on these two. We also have listed a couple of tokens in Austin, Texas, as still current. However I have just received information from E.M. Rice that the Austin company went off tokens on January 1, 1964, and all tokens on hand were turned in. I always appreciate information as to token usage and rates of fare, and add it to my notes. It is impossible to keep right up to date on which tokens are in use and which obsolete, because it changes from month to month. NY 630 AN and AO, of course, became obsolete about four days after the catalogue copy went to the printer, and the new 23mm token went into use with the 30¢ fare.

I started collecting tokens back in 1938 when San Francisco came out with tokens. A year later they brass-plated them for a fare false, going from 6¼¢ to 7¢ straight. A couple years later it was virtually impossible to find any with the brass plating, as it had worn off. The brass-plated tokens are now about impossible to find. They are still in use today, but you'd never know they had ever been plated! So I mention this to explain that some platings, which seem very good at first, can wear completely off with time. Also when companies plated tokens, they usually always plated a few tokens of other companies which happened to be mixed in with their own tokens. So if you find an unlisted plated token, before writing us please first check with the company on the token to see if they ever plated their tokens. Chances are it is a plating error, plated with another firm's tokens by mistake. So along with the striking errors pictured on page 37 (and hundreds of others like them), there can also be errors in plating.

On some questionable tokens, which might rather fall into a Miscellaneous or Fantasy category, I generally don't make the decision on how to list them myself, but postpone a decision until July when we have the annual meeting of the Catalogue Committee out here, and we base the decision on how to list the thing on a consensus of the experts present.

One final point: of course the members of the Catalogue Committee don't own every transportation token. So sometimes we simply don't have correct information on a token's description. This is why it is very important to send us a good rubbing or photograph, to insure that a token is correctly listed. And once a listing gets in wrong, the incorrect listing may be carried on for years from catalogue to catalogue until some sharp-eyed collector picks up the token and begins asking questions. One example is the Sanderson, Newman & Hough tokens of St. Catharines, Ontario. For years we thought there was only one variety of this token. Then we started taking pictures and we discovered that the several people who owned the token each had a different variety, because none of them had taken the trouble to be precise in checking or listing his token! Now we have four varieties of this token listed, with pictures of all four. There are probably more of them yet to come!

= JUNE NEW ISSUES SERVICE REPORT =
By John G. Nicolosi

Only one token going to you this month, in addition to one from England and one from Scotland for the foreign collectors. The U.S. token, DC 500 AJ, is one we've been waiting for since December 1969. Fortunately we have it now, and all NIS members will receive it. This one took numerous letters and phone calls, and we are lucky to get them at all.

Our thanks to Kenneth Smith for obtaining Scotland 30 CJ and England 715 CE for us.

I've received a couple of letters from unhappy members of the New Issues Service about how things are handled here. I don't feel this is warranted, and all I can say is that this is how it is run, and if you are unhappy, please by all means resign your membership in N.I.S. to one of the dozens of AVA members who are on the waiting list. One thing I can do without is petty bickering.

This month we welcome mr. S. Paddock of San Francisco from Associate to Regular membership, and we move Frank Brady from the Waiting List to Associate. If you'd like to know how to apply for membership on the New Issues Service, just send me a SAE and say you want to be placed on the waiting list.

TOKEN & COIN PHOTOGRAPHY. Supplement your token talk with color slides. Both obverse & reverse on each slide. Also available in black & white enlarged photos, eliminates need of magnifying glass. Will trade for tokens. Write for samples; + SAE.
 Syd Joseph - 870 S. Hudson St. - Denver, CO 80222

ABSOLUTELY FREE: 20 different old postage stamps, canceled, mostly U.S. including commemoratives, for your SAE. Enough for all A.V.A. members. I have many U.S. coins, Indian cents thru half dollars to trade for your surplus TT's. Make offer.
 Roice V. Rider - 1523 Bailey St. - Lansing, MI 48910

HAVE FOUND SMALL SUPPLY OF COLO 260 N. These were not sent out by N.I.S. and will not be. Token listed at 50¢. I will sell for 50¢ cash + SAE, or swap for any token listed at 50¢, or swap for any car wash token from outside California.
 Ralph Freiberg - 634 Ashbury St. - San Francisco, CA 94117

FOR SALE: Cal 997 H 25¢, 575 R 40¢, 895 G I M N O Q S 25¢ each; NJ 710 A 35¢; Md 840 A 25¢; Ky 510 BV 50¢; Ohio 35 D 50¢; Mich 560 P 50¢; ND 60 D 50¢; NY 630 AS 40¢; Nova Scotia 100 N 25¢; Pa 263 A 25¢; Mfg Sample 101 A B D E F 25¢ each; C G \$2 each. FOR TRADE: parking & car wash tokens. Have 10 sets left, will sell as is (no return): Pa 445 D E at 35¢ the set.
 John G. Nicolosi - 3002 Galindo St. - Oakland, CA 94601

Have (1) 267 shell coins; these are mixed all kinds. (2) 167 TT's with at least 35 diff. These cat. \$25.05, will take \$10 trade value or trends for each in tax, TT 50¢ cat. or coins. Will also take 3 proof sets or 6 mint sets mint sealed for both. You tax token & PT collectors, I still need many tax tokens and my wife needs many PT.
 Ed Vogel - 404 Waters Road - Castle Rock, WA 98611

WANTED TO BUY: streetcar, trolley & railroad uniform buttons, lapel & cap badges.
 Sidney J. White - 4760 So. Jason St. - Englewood, CO 80110

TRANSIT JUNK WANTED - land, sea, air. Buttons, badges, cards and such, full or parts of sets or series of cards from cigarets, tea and such. Don't send; write first.
 Ross E. Thorpe - 181 W. Chalmers Ave. - Youngstown, OH 44507

TOKENS WANTED: my collecting interests include transportation, parking, car wash, military, prison, bank, and merchants of California, Utah and Nevada. Will buy or trade for items I need. Duplicates on hand in all of these categories.
 Duane H. Felsel - P.O. Box 11661 - Palo Alto, CA 94306

300 DIFFERENT TT's for \$45.00 postpaid and insured.
 Paul Targonsky - 23 Harrison St. - Meriden, CT 06450

My Great Grandpappy - W.C. Walters - uster own the Tama & Toledo Electric Ry. Co. - Iowa 890 B - I sho nuff would like to git me one of them thar tokens - will trade Civil War tokens or buy with genewine government green backs. Write me now hear!
 Doug Watson - Box 112 - Iola, WI 54945

FOR TRADE: over 200 diff. Wis. trade tokens. Also 108 dog licenses 1904-65 will trade for Colo. trade tokens also Colo., Kans., Utah, Ita., Okla., Wash., Ore.
 Paul W. Stewart - 3356 Leyden - Denver, CO 80207

FOR SALE: Mo 140 A, \$12.00; NY 945 A, \$10.00; NC 160 A, \$10.00; Tex 710 B, \$6.50; Ontario 125 A, \$3; Ont 125 A unpunched solid \$6.50. SAE will bring you my latest list of duplicates for sale.
 Ralph Hinde - 225-30 106th Avenue, Queens Village - Jamaica, NY 11429

WANTED: collection of around 1,000 U.S. & Canada TT's. State amount & price.
 Charles Mueller - 3039 S. Drake Ave. - Chicago, IL 60623

MAIL BID SALE: over 200 TT's. Send SAE for list.
 Douglas Redies - 1714 13th Ave. SW - Cedar Rapids, IA 52404

FOR SALE: all Kansas - 480 A B C D, 75¢ each; 450 D \$2; 450 G, 15¢ (unc. 25¢); 150 Ca Cb, 50¢ each; 980 A B, \$1 each; 980 Ca 50¢, 980 Cb D E, 35¢ each; 880 B, 25¢.
 Lewis D. Withington - 1320 East 10th - Hutchinson, KS 67501

MAIL BID: Ohio 165 M N. Send up to 25 diff. trade tokens with city & state. Receive same amount diff. from me. All with city & state.
 Stanley L. Buckley - 23 18th Street - Newport, KY 41071

FOR SALE: Ky 510 AK, \$1.25; NJ 710 A, 25¢; Pa 263 A, 15¢. + SAE. WANTED: N.J. trade tokens. Buy or trade for those I need.
 Al Zaika - P.O. Box 65 - Bellmawr, NJ 08030

TRADE ONLY: Mass 970 B and NH 640 K for tokens on my want-list of equal cat. value.
 George H. Wyatt - Skylark Lane - Lunenburg, MA 01462

FLA 860 A, a few left for sale at \$1.00 each.

Ben Odesser - 6332 N. Richmond St. - Chicago, IL 60645

PARKING TOKENS WANTED: Cal 3775 A; Fla 3630 B; Ill 3150 A AR AS AT; Ia 3150 A, 3880 B C; Wis 3510 N. I have the following for trade only: Ala 40 A; Col 540 C, 860 E; Kan 40 E; Ky 510 BC, 680 E; Mo 910 B; NY 75 A; NC 880 B, 950 B.

Michael Super - 4 So. Woodington Rd. Apt. H10 - Baltimore, MD 21229

WILL EXCHANGE New Brunswick 3600 A, Quebec 3100 A, 3620 B, 3850 A, and telephone tokens from Brazil, France, Italy, Turkey, and China, for transp., parking, & telephone tokens I need, including the following recently listed pieces: CA 3500 A; IL 3150 BC BD BE BF BV; IN 3230 C; KY 3580 A; MA 3280 A; MI 3170 A, 3455 A, 3460 A; ND 3180 A; PA 3750 J N, 3790 A, 3805 A; WI 3510 AH AJ; MS 3060 C D, 3063 A B, 3065 A, 3066 A.

J. Douglas Ferguson - Box 38 - Rock Island, Quebec

FOR SALE: 100 diff. TTs for \$10. Will include at least 10 that cat. 25¢. 50 diff. for \$5. Will trade Pa 997 W for other zone checks I need. Will trade CWT from Hazleton, Pa., for TTs or PTs I need.

Joe Pernicano - 58 Sonia Lane - Broomall, PA 19008

FOR SALE OR TRADE, PENNSYLVANIA ONLY IN TRADE: Cal 945 I; Col 140 E, 260 H; Fla 530 C F; Ga 780 D; Haw 240 C, 540 D; Ill 495 E; Kan 940 G; Ky 510 An; Md 60 AJ, 770 A; Minn 510 C, 680 C; NY 630 AF AN AO, 875 H; NC 130 G; Ohio 475 E, 730 F; Okla 640 C; Pa 65 L, 200 A D, 750 Z AA, 765 Y Z, 850 B, 940 B, 995 A C; RI 700 D E; Va 500 J, 620 K. What am I offered? This is not an auction. + SAE please.

Wm. E. Eisenberg - 3728 Mayfair St. - Pittsburgh, PA 15204

FOR SALE: 1 set of NS 100 B-L incl. vars. of D H and L, 14 tokens - total cat. value \$9.10 for highest cash bid over \$20. FOR SALE: NY 360 B 50¢; C \$1; D \$1.50; Ark 3405 A 50¢; Ill 3075 A 25¢ (or will trade for tokens I need). Send for list of items for sale & trade.

Sam Ruggeri - 1018 So. Carley Court - No. Bellmore, NY 11710

WANT TO BUY: any A.V.A. convention tour tokens, except S.F., Phila., & NYC.

E.L. Tomberlin - 68 Oakes Blvd. - San Leandro, CA 94577

FOR SALE AT BEST OFFER: Ariz 1000 B E; Cal 805 A; Conn 30 A; Ia 730 D; Md 60 Q V; Mass 135 D, 115 AC AD; NM 430 C; NY 560 A, 631 S; Pa 340 E; Tenn 600 N; Wash 840 T; Mo 3910 A. - Ralph W. Winant - 500 W. Summit Ave. - Wilmington, DE 19804

TEXAS TT's WANTED: 5 B, 30 C, 60 A, 65 A C F G H, 145 B C K, 225 A, 255 A G K L O, 320 B C D, 340 P, 265 A, 360 A B, 590 B, 710 B D C, 760 B D, 810 G H, 985 B.

E.M. Rice - 212 Westhaven Drive - Austin, TX 78746

FOR TRADE: any common TT my choice for 2 wartime 5¢.

Hubert Raburn - 4216 N. Darien St. - Philadelphia, PA 19140

A BIG HORSECAR TOKEN as your personal calling card. These are the most popular of all tokens made by vecturists today. Aluminum 1000 pieces only \$73.15 + \$1- one-time die charge; postpaid to any USA address. Send inscription you want on reverse.

Yosef Kotler - Shikun 1137/13 - Eilat, ISRAEL

WANTED: NY 630 Da Db Dc; state price wanted per token.

Mrs. Elizabeth Coyne - 198 Green St. - Jamaica Plain, MA 02130

I WOULD LIKE TO BUY THE FOLLOWING FANTASIES: Los Angeles, Cal. 1,3; Beaver Heights, MD 1; Mich 1; NY 1; Okla 1,2,3.

Robert Misdorn - Box 731, Pamrapo Station - Bayonne, NJ 07002

TT VARIETIES WANTED: Ala 220 L(B); Ark 885 Da; Cal 125 B(plain); Ill 350 Db, 455 I(A) 600 F(B); Ind 860 I(K-pl); Ia 150 G(A), 850 Qa; Kans 150 Cb; Mich 650 A(C); Mont 660 Bb; NC 660 A(no dia); Okla 860 Fa; Pa 10 E(K-pl); 195 Ga, 325 B(A), 950 G(A); Tex 760 F(B), 805 Bb. Will trade transp., pkg., or car wash tokens, for any of above.

Harold V. Ford - 6641 Saroni Drive - Oakland, CA 94611

WANTED: Your list of TT's for sale. Give 1970 Atwood number and your price. Particularly interested in Ill 545 A, 770 A, 785 A; Okla 810 A B; Pa 525 B C D E F.

Bill Garrison - 9505 Normandy - Morton Grove, IL 60053

MO 870 A - 3 available for trade for Mo TTs I need. Still want Xmas seal related transit passes. Anybody have any for sale or trade? Unused blue OPA tokens, 25 mixed \$1.50. Seattle World Fair "Gayway" dime-size tokens, WM 25¢, B 75¢.

Jerry Bates - Box 546 F - St. Charles, MO 63301

MAIL BID: Brazil 560 A, 700 A D; China 720 E; Czech 600 A; France 520 A D, 600 F; Scotland 420 N P AF. Would like to trade Chile 500 C, 920 A; Mex 580 C; Peru 480 C for US TTs of similar value.

Bernard Weisburgh - Forest Park #23 - South Burlington, VT 05401

CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES except North America, 1st edition 1967 at \$5.00 either bound or unbound; specify which. Make check or M.O. payable to Kenneth Smith. Autographed if desired. Order directly from:
Kenneth E. Smith - 328 Avenue F - Redondo Beach, CA 90277
THE NEW THIRD EDITION OF ATWOOD'S CATALOGUE OF UNITED STATES & CANADIAN TRANSPORTATION TOKENS, just out in April 1970. 732 pages, profusely illustrated. Price \$10.00. Special price to AVA members, \$7.50 postpaid (either buckram-bound or loose-leaf pages
John M. Coffee Jr., Editor - 4104 Sixth Avenue - Tacoma, WA 98406

= ALL AUCTIONS IN THIS ISSUE CLOSE JULY 15 =

= APPLICATIONS FOR MEMBERSHIP =

- 1167J NEIL R. ARTHUR - 408 EVERSON PLACE - WESTFIELD, NEW JERSEY 07090
Age 13; Student. Collects U.S. (Streeter)
1168 WILLIAM J. DEAN - 136 CLIVEDEN AVENUE - GLENSIDE, PENNSYLVANIA 19038
Age 52; collects U.S. (Coffee)
1169 FREDERICK STANLEY NORMAN - 106 PEARL STREET - FULTON, KENTUCKY 42041
Age 51; Railroad Traffic Controller. Collects U.S. (Mazeau)
1170 HARRY KNOLL NICHOLLS - BOX 166 - EHRENBURG, ARIZONA 85334
Age 32; collects all types. (Mandel)
1171 H.D. CONNER - 1604 BLUE BONNET DRIVE - FORT WORTH, TEXAS 76111
Age 61; Estimate Assigner. Collects U.S. (Coffee)
1172 RALPH MANCUSI - 3643 RICHARD LANE - WANTAGH, NEW YORK 11793
Age 47; collects U.S. & Canada. (Coffee)
1173 JOSEPH F. SZELINA - 8001 SOUTH KEELER AVENUE - CHICAGO, ILLINOIS 60652
Age 55; Inspector. Collects all types. (Mazeau)
1174 ARTHUR G. RESEBURG - 1105 HARRY COURT - SHEBOYGAN, WISCONSIN 53081
Age 58; Bus Dispatcher. Collects U.S. & Parking (Mazeau)
1175 S. BERTRAM TABOR - 50 NORTH STREET - CRANSTON, RHODE ISLAND 02920
Age 57; Salesman. Collects all types. (Mishler)
1176 ROBERT L. CAMPBELL - 251 ST. PAUL STREET - BROOKLINE, MASSACHUSETTS 02146
Age 25; Statistician. Collects U.S. (Coffee)
1177 JOHN L. CROSS - 274 WEST 1400 SOUTH - OREM, UTAH 84057
Age 50; Professional Guide & Explorer. Collects U.S. (Schenkman)
1178 JOHN KOPCHA - 1942 NEW YORK AVENUE - WHITING, INDIANA 46394
Age 60; collects U.S. (Jerry Bates)
1179 ELMER K. HAMANO - BOX 1406 - HONOLULU, HAWAII 96807
Age 42; Job Training Specialist. Collects all types. (Mazeau)

REINSTATEMENTS TO MEMBERSHIP (late dues - add to 1970 Roster)

- 326 A.C. HAZEVOET - Charles Leickertstraat 15/111 - Amsterdam 17, Holland
479 LEROY STEWART - 43 Forbes Street - London 63, Ontario
679 PAUL M. POIRRIER - Rt. 4, 126 Gary Street - Gulfport, Mississippi 39501
896 WARREN E. NICKELL - Box 180 - Seldovia, Alaska 99663
1025J BILLY HUBER, JR. - 160 Blake Road - New Britain, Connecticut 06053

CHANGE OF ADDRESS (* indicates contribution to Address Plate Fund)

- Joseph Allis - 157-42 25th Avenue - Whitestone, NY 11357
Rev. John A. Backora - P.O. Box 53 - Flushing, OH 43977 *
James A. Brown - 97 Wilson Avenue - Newark, NJ 07105
K.T. Hall - Apt. 1, Locksview Apts., 2315 Atherholt Road - Lynchburg, VA 24501
Leslie R. Hawthorne - 904 East Acacia Street - Glendale, CA 91205 *
Yosef Kotler - Shikun 1137/13 - Eilat, Israel
Henry H. Krause - 3511 6th Avenue, Apt. 4-C - San Diego, CA 92103 *
Philip Mandel - 131 S. Harvey Ave. - Oak Park, IL 60302
H. Lee Nott - 139-B Waverly Way - Minot AFB, ND 58701 *
C.J. Wilcox - 1705 Jonquil Terrace - Rogers Park, IL 60626 *

THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

NEW ISSUES EDITOR

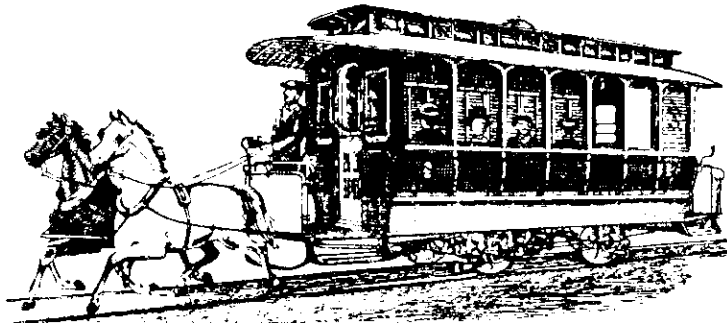
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Volume 24, Number 7 - JULY, 1970 - Our 277th Issue

Until August 25 send all mail for THE FARE BOX to
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA, WA 98406

The 1970 Annual Convention of the American Vecturist Association will be held at Hotel Adolphus in Dallas, Texas, from Friday to Sunday, August 14, 15, 16. This promises to be one of the best ever held; all members and collectors are invited to attend. A registration of \$14 includes all meetings, banquet, tour, and the special tour token. Inquiries should be sent to Henry Reidling 11516 Flamingo Lane - Dallas, TX 75218. Registration will begin Friday afternoon, and there will be an all-evening swap session Friday night. There will be business sessions on Saturday morning and afternoon, followed by a floor auction. The banquet Saturday evening will be followed by an excellent slide program from the Age of Steam Museum in Dallas, with emphasis on railroad and interurban history. Sunday morning is reserved for a 30-mile chartered bus tour to Waxahachie, where members will be treated to a ride on an original mule car of the old Waxahachie Street Railway. The conclave ends Sunday afternoon with a watermelon party on White Rock Lake in Dallas. This sounds like a wonderful convention, and we hope to have a large turnout.

Our midsummer issue is always a small one, but this time we include the complete Prices Realized for the auction of the late Harry Bartley's collection. Some of the prices were incredible, such as \$240.25 for Pa 765 A, which is certainly one of the most beautiful tokens in the catalogue, although there are at least 9 of them known. It should be pointed out that the token actually sold for 10% above the next high bid, or something like \$150. We hope this price doesn't give people a distorted idea of the value of all rare tokens; it just happened one collector was very anxious to own this token. We run the entire list of prices realized because it gives a good idea of current values for a large number of scarce tokens.

The August issue will be mailed about September 20, from Boston, after the Editor returns. It will include a full report on the convention.



Pa 750 AU for sale for \$2. Stamp appreciated.
Arthur D. Jordan, Jr. - P.O. Box 92 - Flourtown, PA 19031
FOR SALE: Car Wash Token Calif 945 C - "Wash. O. Mat Vallejo Fairfield" price 35¢ each + SAE. Limit 2 per order. Supply limited.
Harold V. Ford - 6641 Saroni Drive - Oakland, CA 94611
TWO CENSUS TOKENS, Mo 435 A, for trade for any other census tokens.
Harry Sailor - 604 E. Fletcher Ave. - Warren, MN 56762
FOR SALE AT QUOTED PRICES: Cal 575 R 40¢, 895 N S 25¢ each; Pa 263 A 25¢; Ky 150 H I, 250 E, 25¢ each; Ohio 35 D 50¢; NY 630 AS 40¢; N.Scotia 100 N 25¢; Mich 560 P 50¢; Mfg Stock Tokens Group 101 A B C D E F G set \$5; 101 A B D E F 25¢ each. To those who send stamps, thanks a lot. It is appreciated.
John G. Nicolosi - 3002 Galindo Street - Oakland, CA 94601
FOR TRADE OR SALE: the new New Orleans Base Fare token, at 30¢ each or will trade for 3 of your duplicate transp. tokens. Please include SAE.
Louis H. Crawford, Jr. - 106 Sea Pine Road - Long Beach, MS 39560
Ala 40 A B, 240 A, 750 F, 840 A; Fla 105 A; Ga 630 A B; Miss 620 A, 660 A, 720 C; WVa 640 A...for sale or trade. Please make offer.
Lou Crawford - Box E - Long Beach, MS 39560
New token, Mount Hope Bridge, Bristol, R.I., for 25¢ + SAE. This will be supplied by N.I.S.
H. Turgeon - 143 Harrison Ave. - Warwick, RI 02888
FOR SALE: 25 diff. parking tokens \$4; NY 360 B 50¢, 360 C \$1, 360 D \$1.50, 500 A 50¢, 500 B 50¢; please note new mail address.
Sam Ruggeri - P.O. Box 561 - No. Bellmore, NY 11710
My very fine 1938-D U.S. half for your PR 560 A. /3rd. Ext. Country Club
Pedro Chiclana Rosario - JA#18-220 St. - / Rio Piedras, PR 00924
WANT TO BUY thousands of U.S. TT's. My complete want-list now ready. Have a few dupes for trade or sell. Yes I'll pay double cat. for most. Please send me to poor house. Write; all letters answered promptly. Tip of the hat to Rev. Coffee & all involved in new Catalogue I say job "well done."
Raymond A. Ingalls - 750 S. State Ave. - Indianapolis, IN 46203
ALUMINUM PERSONAL TOKENS IN COLOR. Order horsecar tokens with your own name & address in red, blue, green, yellow, black, or copper-colored, aluminum. Big 35mm silver dollar size. Postpaid in U.S.A.: 100 \$31.35; 500 \$54.80; 1,000 for \$90.85, all plus \$10 die charge on first order.
Yosef Kotler - Shikun 1137/13 - Eilat, ISRAEL
WANTED: paper & cardboard sales tax tokens & receipts from Ill., Wash., Mich., Ia., Ky., Neb., N.C., W.Va. Will pay good prices for anything I need.
Ernie Altvater - 2325 Pattiglen - La Verne, CA 91750
WANTED: Calif 320 A-J. Will trade even, or buy. Send offer. Also have Calif. PT's to trade.
Sol Halpern - 1236½ N. Orange Dr. - Hollywood, CA 90038
CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES except North America. First edition 1967 at \$5.00 either bound or unbound; specify which. Make check or m.o. payable to Kenneth Smith. Autographed if desired. Order directly from:
Kenneth E. Smith - 328 Avenue F - Redondo Beach, CA 90277
ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, 3rd edition 1970. The official standard of the hobby. 732 pages; profusely illustrated with full index & valuations. Price \$10 postpaid. Special price to AVA members, \$7.50 postpaid. Buckram bound. Available immediately and directly from:
John M. Coffee, Jr. (Editor) - 4104 Sixth Avenue - Tacoma, WA 98406

Advertisements in THE FARE BOX are free to AVA members: up to 6 lines in every issue if desired. Simply write ad with name & address on a postcard or separate sheet and mail to the Editor. Must be different each month.

= HARRY KNAPMAN OF BURLINGTON BEACH =
By Arthur D. Jordan, Jr.

A peculiarity of amusement ride tokens is the relatively large fraction of those known which are as yet unattributed. The number of these tokens known is not great yet nine of the mavericks in the 3rd edition of Atwood appear to be amusement ride tokens. The wording on some of these is such that it is not absolutely certain that they aren't true transit fare tokens but at any rate it is true that a much larger percent of amusement ride tokens than transit fare tokens are mavericks. Several factors contribute to the difficulty of attributing these amusement ride mavericks: the businesses issuing them were usually small and known locally, the subject has never attracted a large body of fans to document it as has, say, street railways, and there are no state regulatory agencies to keep useful records. The scarcity of reference materials only adds to the sport of tracking down these mavericks though. Finding their origin is not impossible but is apt to require a somewhat different approach than usual. Maverick 80 was such a case.

Maverick 80 gives two clues to its origins: the issuer's name H. Knapman, and his location, Beach. There are too many beaches around for the term "Beach" to be of any value but the name "Knapman" is another matter and was ultimately to be the key to locating the origin of this token. A check on the occurrence of this uncommon name showed that there are possibly no more than 25 family units in the United States and Canada bearing it. Most are located in Ontario and Michigan in a belt from Detroit to Toronto. The few others are scattered over other Canadian provinces and the northeastern United States. With the name being shared by so few people it seemed likely that at least one would know of an H. Knapman who had once operated a merry-go-round and, sure enough, the third Knapman contacted was able to say that he had lived in her vicinity, though he was unrelated. One of Mr. Knapman's daughters was located and she was able to supply information on his career but, regrettably, no tokens. She did have recollections of tokens from her childhood, though, when she and her sister helped their father at the merry-go-round.

Henry Thomas Knapman (1869-1930) and his wife were English immigrants to Canada. From 1903 to 1914 they operated the concessions, a boathouse and a merry-go-round, at Burlington Beach, Ontario. From 1914 until his death Mr. Knapman was a land developer in the same area. Burlington Beach has also been called Hamilton Beach at times and was not then a part of Hamilton as it is now. Perhaps the use of the two names for this area caused Mr. Knapman to place only the location "Beach" on his token. The Burlington Beach section of Hamilton is crossed by a bridge to Burlington which is one of those using Ont 400 C. There is still an amusement park at Burlington Beach and by coincidence the present concessionaire is named Knapp.

Naturally it would have been more satisfying to acquire a few of Maverick 80 from the Knapman family but even without finding examples of the token in their possession there appears to be no doubt that Hamilton, Ontario, is the correct attribution of this maverick. Is it possible that we haven't seen the last of H. Knapman's tokens and that a token for the boat rides will appear some day?

= THE BATTLE OF FORT SANDERS =

Herbert C. Bardes reports that Tenn 430 A and B are both in error as to the correct spelling of that Civil War fort at Knoxville. General Burnside held Fort Sanders, for the North. General Longstreet assaulted the Fort on November 29, 1863, for the South. The Confederate assault was a failure. Maybe that's why, down in Tennessee, they don't give a darn how they spell the name of the place.

= JULY SUPPLEMENT TO ATWOOD'S CATALOGUE =
By Ralph Freiberg

CALIFORNIA

Zone Checks 997 (Reported by E.L. Tomberlin)

"AIRPORT" LIMOUSINE E.L. TOMBERLIN DRIVER

IDENTIFICATION TOKEN ONLY

W I B 33 Sd Please Return to Driver When Leaving Bus 1970 (* 7/1/70) \$0.25

LOUISIANA

New Orleans 670 (Reported by Syd Joseph to New Issues Service)

NEW ORLEANS PUBLIC SERVICE PS

W H WM 16 Bar One Base Fare Safe Convenient Transportation (* 5/8/70) .15

OHIO

Wapakoneta 910 (Reported by Russell Rulau)

WAPAK & BELL CENTRE PIKE

W B o B 37 Sd Toll House 2 (all letters incuse) 7.50

WISCONSIN

Madison 410 (Reported by Alexander H. Erickson)

MADISON BUS CO. MADISON, WIS. (BUS)

W I Bz 23 Bar Good For One Fare (bus)(WM-plated)(* 12/69) .25

UNIDENTIFIED (Reported by Joel Reznick)

106 B 35 Sd (like 115 M, but C on obverse instead of D)

107 B Oc Sd " FF " (35mm)

= NOTES BY RALPH FREIBERG =

The past year has been hectic, trying to get listings in for the new catalogue. Because of this a few errors or omissions have occurred. For instance, Joel Reznick listed a timetable to me for publication several months ago. For several months I asked Mr. Coffee to list it if there was room--but timetables don't get listed unless there is room. We only list them as a courtesy; we don't consider them transportation tokens. In any case Mr. Reznick's timetable finally got listed last month but his name and the description of the token got separated, so inadvertently he did not get credit for the listing. Of course I received a nice "thank you" note for leaving his name off. It should not be necessary to have to say that we don't leave such information out deliberately, but we'd better say it anyway. So let the record show that the timetable reported on page 51 of the May 1970 Fare Box was reported by Joel Reznick.

Mr. Reznick also reported a couple of Supreme Taxi tokens from Massachusetts. These are being listed under Unidentified because we don't know exactly where they were used, although presumably it was in Eastern Massachusetts. This chain of stores operates all over the eastern part of the state. Mr. Reznick also reported a plated token to me, which will be listed as soon as we learn if a supply can be obtained for the New Issues Service. We like to postpone a listing for a month, if necessary, in order to see if we can get a quantity, because once a token is listed it is often not possible to purchase a quantity from the company, they having already been deluged with requests from collectors and closed off the supply in anger or disgust.

The New Orleans fare went up to 15¢ on January 24, 1970...and with an exact fare plan going into effect also this year they decided to order more tokens. So they had 500,000 new tokens made, almost identical with 670 B, but not quite. Probably they say "base fare" because there are additional zone fares required on some lines.

The new Wapakoneta token is reported on page 904 of the July 25 issue of Numis-

-July 1970-

-Page 71-

matic Scrapbook Magazine. This turnpike, also sometimes called the St. Johns and Belle Center Pike, opened before 1880 and was about 26 miles long. It ran from Wapakoneta, where it was called Bellefontaine Street, southeast through St. Johns (Center Street) and through New Hampshire (Market Street) into Hardin County, through Roundhead and thence to Belle Center in northern Logan County. There was a toll gate a mile southeast of Wapakoneta near Quaker Run Bridge, which probably was toll house 1. Toll house 2 has not yet been located.

In Madison, Wis., after a strike last year plans were made for the City to buy the bus company, and in December, 1969, they plated 20,000 of the bronze tokens. People had until April 1, 1970, to use up the unplated tokens, and after that date only the WM-plated tokens could be used. On May 1, 1970, the City of Madison took over the system. Mr. Erickson went over to Madison and obtained a supply for the New Issues Service.

= JULY NEW ISSUES SERVICE REPORT =

We begin this month with the new "base fare" token from New Orleans, and another California zone check, 997 I. Our thanks to Mr. Tomberlin for making the latter available to us, and for providing the envelope as well. You will also receive Wis 410 I, thanks to Mr. Erickson. Prior to plating these tokens had been in use for 20 years, so don't expect brand new tokens.

Providing there is enough in their accounts, all members both regular and associate will receive the above 3 tokens. Those who receive foreign tokens will also receive, under separate cover a bit later on, Ireland 160 CA CB and Scotland 360 AS.

The tour token for the Dallas Convention will also be sent to N.I.S. members in due time. If you attend the convention, of course you will get the token there. So if you are a member of N.I.S. and plan to get the token at the convention, and don't want one sent to you thru the N.I.S., be sure to write me. Unless you specifically write that you do not want the convention tour token, it will be sent to you. We want to thank Mr. Strough for making these available to us.

Late in August collectors of foreign tokens will be receiving more tokens from me. There will be a set of 12 tokens from Denmark alone. So make sure your balance is enough to cover these tokens. If it isn't, of course you won't get the tokens.

This past year N.I.S. members have received 45 new issues (July 1969 thru June 1970) of which 33 were U.S., 1 Canada, and 10 England and 1 Scotland.

We welcome this month Mr. Lee Ruggles as Associate Member.

- John G. Nicolosi

= SIOUX FALLS YELLOW CAB TOKENS NOW AVAILABLE =

Bill Clapper (P.O. Box 449 - Sioux Falls, SD 57101) reports that a small hoard of SD 840 F has been found. As he puts it, "A cab driver some years ago had grabbed a handful before the bulk were destroyed. A local coin dealer bought 5 of them and a local antique dealer also bought 5 of them. I discovered them thru the antique dealer and bought the remaining 34 pieces."

While they last Bill will sell them for \$1 each + SAE to A.V.A. members, to reduce your chance of getting stuck by having to pay higher prices elsewhere.

| | | | | |
|-------------------|--------------------|-----------------|-----------------|----------------------|
| <u>Alabama</u> | <u>Colorado</u> | <u>Illinois</u> | <u>Indiana</u> | <u>Kentucky</u> |
| 40 A.....3.75 | 540 A.....16.10 | 70 C.....13.25 | 500 A......85 | 680 E.....3.65 |
| 40 B.....3.20 | 540 C.....4.25 | 70 D.....2.10 | 510 E.....5.00 | 680 H.....5.20 |
| 560 B.....10.00 | 540 D.....1.85 | 100 A.....11.00 | 650 A.....7.07 | 680 I.....5.20 |
| 560 Q.....3.20 | 600 A.....2.85 | 125 A.....8.00 | 650 C.....4.65 | |
| 560 Z.....2.00 | 860 C.....7.25 | 130 E.....2.35 | 650 D.....12.35 | <u>Louisiana</u> |
| 750 A.....3.50 | | 150 Aa.....3.05 | 700 F.....4.35 | 810 F.....4.65 |
| 750 E.....1.90 | <u>Connecticut</u> | 150 B.....14.50 | 750 A.....13.07 | |
| 750 F.....3.10 | 320 A.....7.95 | 150 C.....10.25 | 930 C.....5.35 | <u>Maine</u> |
| 750 G.....3.20 | 345 B.....1.25 | 150 P.....53.25 | 960 A.....4.65 | 480 A.....14.50 |
| 840 A.....3.25 | 525 A.....2.85 | 150 S.....6.55 | 960 B.....4.65 | |
| | 550 A.....3.15 | 155 A.....4.75 | 998 K.....1.80 | <u>Maryland</u> |
| | | 155 B.....15.10 | | 60 I.....2.00 |
| <u>Arizona</u> | <u>Delaware</u> | 220 B.....10.12 | <u>Iowa</u> | 60 J.....1.00 |
| 640 A.....10.00 | 900 A.....4.65 | 220 C.....12.00 | 30 D.....1.05 | 60 K.....3.65 |
| 680 A.....13.60 | 900 B.....17.76 | 220 E.....12.00 | 110 A.....7.50 | 60 L.....4.65 |
| 720 A.....45.50 | | 220 F.....12.00 | 110 B.....26.15 | 60 Q.....1.00 |
| 1000 B.....1.60 | <u>Florida</u> | 250 K.....1.65 | 150 B.....5.60 | 60 R.....8.85 |
| 1000 C......50 | 300 A.....7.00 | 250 L.....1.85 | 160 A.....9.75 | 60 U.....1.10 |
| 1000 E.....1.10 | 300 C.....8.50 | 250 M.....2.65 | 230 Bb.....7.50 | 60 V.....1.00 |
| <u>Arkansas</u> | 300 D.....6.00 | 250 N.....3.85 | 300 D.....2.35 | 60 W.....8.35 |
| 435 B.....11.15 | 380 C.....2.61 | 285 B.....1.35 | 300 E.....2.35 | 60 Z.....4.50 |
| 435 E.....8.50 | 380 D.....2.25 | 370 C.....3.85 | 300 G.....4.65 | 60 AC.....1.85 |
| 435 F.....8.50 | 380 E.....4.05 | 370 D.....3.85 | 300 H.....6.50 | 60 AG.....6.10 |
| 435 G.....7.25 | 380 F.....6.10 | 385 A.....12.00 | 390 A.....8.75 | 60 AN.....3.85 |
| | 380 G.....9.00 | 430 A.....3.60 | 590 B.....21.75 | 60 AO.....3.85 |
| <u>California</u> | 380 H.....2.00 | 430 B.....3.60 | 640 H.....9.10 | 60 AP.....3.85 |
| 100 A.....3.50 | 380 J.....1.35 | 455 A.....5.35 | 730 D......90 | 300 A.....2.05 |
| 100 B.....3.25 | 380 K.....1.65 | 460 B.....4.35 | 890 A.....7.50 | |
| 100 C.....4.10 | 380 O.....3.50 | 505 A.....2.85 | 930 C.....3.85 | <u>Massachusetts</u> |
| 205 C.....2.30 | 380 P......65 | 505 B.....4.35 | 150 A.....7.75 | 45 A.....3.00 |
| 535 A.....2.30 | 440 A.....4.25 | 600 C.....6.85 | | 45 B.....7.35 |
| 535 B.....2.10 | 540 A.....2.65 | 600 D.....3.85 | <u>Kansas</u> | 50 A.....1.85 |
| 535 C.....2.10 | 540 B.....2.15 | 600 F.....2.55 | 30 B.....4.05 | 115 A.....18.50 |
| 535 D.....2.10 | 700 A.....3.75 | 760 G.....4.12 | 40 D.....3.35 | 115 B.....41.25 |
| 575 Aa.....18.96 | 700 B.....3.75 | 795 A.....14.10 | 450 B.....2.55 | 505 A.....2.05 |
| 575 Ab.....3.25 | 700 C.....3.75 | 795 B.....14.25 | 450 C.....2.25 | 970 C.....11.35 |
| 575 F.....1.10 | 700 D.....3.75 | 795 D.....4.80 | 450 D.....3.95 | |
| 625 A.....16.00 | 710 A.....1.35 | 998 B.....4.05 | 640 D.....20.15 | <u>Michigan</u> |
| 625 B.....4.10 | 850 A.....13.50 | 998 C.....4.25 | 820 A.....3.25 | 65 B.....5.35 |
| 630 A.....16.00 | 860 A......75 | 998 D.....4.25 | 820 H......65 | 65 G.....10.05 |
| 630 B.....15.00 | 910 A.....12.10 | 1000 A......25 | 970 D.....14.90 | 75 C.....8.50 |
| 650 A.....2.20 | 910 C.....18.10 | 1000 B......25 | 980 A......65 | 370 F.....6.10 |
| 705 A.....7.10 | | 1000 C......25 | 980 B.....1.00 | 370 G.....6.10 |
| 745 L.....1.55 | <u>Georgia</u> | | | 375 B......45 |
| 760 I.....1.50 | 20 A.....15.00 | <u>Indiana</u> | <u>Kentucky</u> | 470 A.....2.95 |
| 775 C.....6.60 | 60 H.....6.30 | 90 A.....2.55 | 45 A.....6.76 | 605 K.....31.85 |
| 775 D.....7.60 | 360 A.....1.25 | 90 B.....3.85 | 45 B.....1.25 | 680 A.....25.00 |
| 805 A......65 | 630 A.....31.60 | 90 C.....1.85 | 270 B.....10.20 | 680 I.....4.60 |
| 880 A.....3.10 | 630 B.....2.40 | 180 A.....3.10 | 510 C.....7.35 | 735 B.....3.05 |
| 975 A.....8.60 | 750 E.....1.65 | 275 A.....11.50 | 510 F.....7.10 | 845 E.....3.00 |
| 997 G......55 | | 275 B.....15.01 | 510 K.....4.20 | 998 D.....11.00 |
| | <u>Idaho</u> | 280 A.....25.00 | 510 O.....4.35 | 1000 A.....3.20 |
| <u>Colorado</u> | 380 B.....6.35 | 450 A.....4.65 | 510 Q.....6.15 | |
| 140 A.....4.05 | 440 A.....4.95 | 450 D.....8.25 | 510 T.....11.15 | <u>Minnesota</u> |
| 140 C.....2.75 | 440 B.....1.35 | 460 F.....12.75 | 510 X.....5.50 | 230 H......35 |
| 280 A.....18.15 | 440 C.....7.50 | 460 O.....13.07 | 510 Y.....15.05 | 510 A.....9.25 |

-July 1970-

-Page 73-

Minnesota

540 Cb....8.10
540 D.....9.15
540 W.....2.65
540 AE.....2.95
620 B.....1.50
620 C.....1.50
680 A.....11.25
730 B.....3.95
760 C.....9.25
760 H.....1.65
760 I.....3.10
900 A.....9.75

Mississippi

320 B.....3.00
660 A.....10.16
660 C.....11.06
720 C.....42.50
720 D.....11.45

Missouri

130 C.....3.00
140 B.....3.40
420 A.....5.00
420 B.....3.50
440 R.....3.10
440 S.....3.10
440 T.....2.40
440 U.....2.40
830 A.....11.25
860 F......85
860 G.....1.00

Nebraska

420 Aa.... .55
440 E.....16.50
440 F.....4.85
440 G.....5.15
540 A.....15.05
540 O.....8.05
980 B......35
980 C.....3.05

New Jersey

20 D....10.00
115 B....10.00
185 A.....7.35
185 B....19.00
185 C....19.00
290 C....52.00
555 A....11.00
555 B....11.00

New Mexico

430 C.....4.25
430 D.....5.00
900 A.....7.50

New York

300 A.....7.65
360 A.....1.85
385 A.....10.00
560 A.....1.20
630 B....22.50
630 Q.....9.50
630 La....12.50
631 H......80
690 A.....1.50
695 A.....11.85
770 C....20.00
780 B....14.50
780 C....12.50
800 A.....2.05
945 A.....10.50
998 A.....5.06
998 H.....1.20
998 I.....6.16
998 L.....5.25

North Carolina

130 A.....3.00
160 A.....5.00
290 D.....2.00
450 E.....5.00
630 A.....1.00
660 A.....4.00
670 A.....1.50
770 B.....5.00
880 B.....5.00
950 B.....5.00
980 B,C...6.16

North Dakota

600 Da...37.50
600 Db...3.85
900 A....19.15

Ohio

10 A.....3.50
15 B.....4.00
60 A....25.10
125 B.....3.10
125 E.....6.00
165 O.....8.50
165 T.....7.20
175 W.....3.15
175 X.....3.10
175 Z.....2.25
230 H....22.10
230 J....23.10
410 B.....3.60
440 A.....1.00
440 B.....3.75
440 C......60
440 D.....2.00
440 E......60

Ohio

475 A....12.50
475 B....12.50
475 D....6.75
520 B....6.85
520 C....2.10
520 D....2.10
535 B....4.10
745 B....3.26
745 C....2.10

Oklahoma

610 A.....5.10
640 A.....3.10
700 A....15.00

Oregon

20 B.....7.00
20 C.....7.51
80 A.....1.50
130 A.....2.35
700 A.....2.30
700 B....12.50

Pennsylvania

15 C....11.05
15 F.....1.50
55 A....12.50
65 A....26.00
115 A....58.00
165 C....7.50
165 E....3.50
195 A....5.50
195 D....5.00
315 B....43.50
320 A....2.00
325 D....5.00
340 A....10.00
400 C....3.00
400 D....2.10
415 A....10.75
470 A....5.00
480 A....10.50
495 A....8.60
495 C....9.00
495 G....2.50
515 B....2.50
725 A....5.25
725 Da...2.05
725 Db...2.05
725 H....11.06
745 B....52.50
750 G....10.50
750 K....10.05
750 L....9.55
750 N....23.15
750 O....12.35
750 Z....8.00

Pennsylvania

750 AC...28.00
750 AD...16.00
750 AE...16.00
750 AT...16.00
765 A...240.25
765 I....26.50
765 J....27.50
765 K....28.50
765 L....42.50
765 Q....18.75
765 R....23.50
997 set..65.00

Rhode Island

700 B.....8.00
700 C.....2.50

South Carolina

450 A.....3.00
450 B.....2.10
450 C.....2.10
880 Aa....1.60
880 B.....2.00
997 ABC...4.50

South Dakota

260 B.....5.35
760 A.....8.75
780 A....10.50
780 B....10.25
1000 C....6.50

Tennessee

250 A.....7.25
375 A....13.10
375 B....10.50
375 C.....5.65
375 D.....3.25
430 A.....5.50
430 B.....5.50
430 G.....5.50
430 H.....5.50
600 B....22.50

Texas

65 B....20.00
65 D....40.00
135 B....15.00
145 B....3.15
255 K....7.50
255 L....8.35
360 E....5.55
590 B....12.00
710 D....7.50
965 K....15.00

Vt. 150 C..7.57

Vermont

150 D.....7.57
150 E.....7.57

Va 80 A..16.10

Washington

5 A.....5.25
80 A....48.50
80 C.....8.00
250 A.....7.55
250 B.....9.25
250 C....12.75
250 D....10.30
250 E....10.25
250 F.....6.25
300 Ab...27.50
340 A....10.00
340 B.....3.25
340 C.....2.25
340 D.....2.25
710 A....36.50
710 B....36.50
720 A.....1.00
755 A.....6.66
840 A....10.50
840 I....12.75
998 G....10.00

West Virginia

100 A....63.00
200 E.....3.20
290 H.....3.60
830 E....12.10
890 D.....7.10

Wisconsin

20 B....35.50
170 B.....1.65
170 C.....1.85
170 D....2.10
330 A....18.56
360 A....20.00
410 F....1.60
510 C....18.00
510 D....3.25
510 F....3.25
510 H....14.10
600 C....3.75
980 A....3.76
980 C....18.70

Wyoming

100 Ab...14.60
100 Bb...28.00
100 D.....5.00
100 E.....3.85
100 F.....6.25

| | | | | |
|----------------|----------------|-----------------------|---------------------|----------------|
| <u>Wyoming</u> | 100 I.....3.85 | 750 A....16.10 | <u>Dist. of Col</u> | 500 N.....7.77 |
| 100 G.....3.85 | 100 J.....6.15 | | 500 B.....1.10 | 997 A.....1.27 |
| 100 H.....6.25 | 120 B....12.50 | <u>DC</u> 500 A..2.35 | 500 M....17.50 | 997 B.....1.27 |

= APPLICATIONS FOR MEMBERSHIP =

- 1180 T.H. INGRAM, JR. - BOX 815 - FAIRHOPE, ALABAMA 36532
Age 41; Civil Engineer. Collects U.S. only. (Mazeau)
- 1181 JIM COAD - 3903 CENTRAL, N.E. - ALBUQUERQUE, NEW MEXICO 87108
Age 25; Coin Dealer. Collects U.S. only. (Coffee)
- 1182 GEORGE J. ABERE, JR. - 97-11 121st STREET - SOUTH RICHMOND HILL, NY 11419
Age 42; Trainmaster. Collects U.S. only. (Coffee)
- 1183 AUGUST BAMFORD - 717 BEECH STREET - WEST MIFFLIN, PENNSYLVANIA 15122
Age 74; Retired. Collects U.S. & Parking. (Turgeon)
- 1184 RONALD R. BARNES - 48087 PURPLE LEAF STREET - FREMONT, CALIFORNIA 94538
Age 37; U.S. Navy. Collects U.S. & Foreign. (Coffee)
- 1185 ARTHUR ERICSON - 1170 LAWNTON AVENUE - WOODBURY, NEW JERSEY 08096
Age 51; Supervisor. Collects U.S. only. (Zell)
- 1186 C.E. WISCHSTADT - 752 ELDER AVENUE - CHULA VISTA, CALIFORNIA 92010
Age 48; Electronics Specialist. Collects U.S., Canada, Foreign (Coffee)

REINSTATEMENTS TO MEMBERSHIP

- 472 STEPHEN ALBUM - Box 4039 - Berkeley, California 94704
- 677 MRS. PAT MURDOCK - Box 411 - Mesquite, Texas 75149
- 577 T.M. MURDOCK - Box 411 - Mesquite, Texas 75149

CHANGE OF ADDRESS (* indicates contribution to address plate fund)

- * R.L. Moore - 338 Grand Avenue - Nogales, Arizona 85621
- Francis W. Soos - 110 Clovermead Avenue - Poland, Ohio 44514

CORRECTION OF MEMBERSHIP NUMBER: R.L. Moore should have membership number 2.

CORRECTION OF NAME SPELLING: #1167J should be spelled Neil R. Arther

= TWENTY-FOUR PRESENT FOR BATS MEETING JULY 5 =

The Bay Area Token Society turned out 24 people, including wives & children, for the July 5 meeting at Duane Feisel's beautiful home in Palo Alto, California. Present were Spofford, Weber, Carpenter, Trembley, Sauve, Kile, Noll, Rooney, Ford, Freiberg, Nicolosi, Coffee, Groth, Feisel, plus Mrs. Carpenter and son, Yvonne & Joan Trembley, Mrs. Kile, Mrs. Ford and Heidi and Mark Ford, and of course Mrs. Feisel and Duane Edward.

This group, which is interested in all branches of exonomia as well as transportation tokens, enjoyed a delightful collation served by Mrs. Feisel by the shore of Duane's swimming pool, while they ogled dozens of rare tokens on display. There was no business session (there never is), but there was much swapping and selling, as well as reports of new car wash tokens discovered on the Coffee-Ford-Freiberg expedition into the wilds of Southern California the previous week.

One thing all agreed: there is a tremendous surge of interest in transportation tokens now, and prices of the rare tokens are getting into the stratosphere. One reason: publication of the new Catalogue which has already sold more copies than the 2nd edition sold in six years.

THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

NEW ISSUES EDITOR

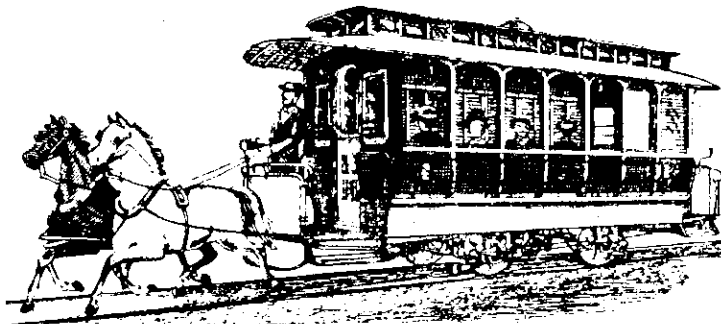
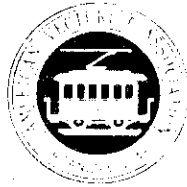
RALPH FRIBERG

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New Issues Service

JOHN G. NICOLASI

3002 Galindo Street
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EDITOR

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Parking Tokens

DUANE H. FRISSEL

P. O. Box 11661
Palo Alto, California
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Volume 24, Number 8

AUGUST, 1970

Our 278th Issue

GEORGE DE ALVAREZ and R. H. SMITH

The Editor reports with sadness the death of two long-time California members, George De Alvarez, AVA 671, of Capitola, Calif., and R.H. Smith, AVA 256, of Santa Ana. They both were old faithful members of our society, and their many friends and correspondents will miss them.

September 30 at 6 p.m. We come to you with two issues in one mailing again, to avoid being a month late for another year. Henceforth we hope to publish one issue a month, during the final week of the month that appears in the masthead. The deadline for each issue will be the 20th of each month.

We include within this issue a full report of the Dallas Convention, which from all reports must have been one of the best ever held. We expected no less, as a matter of fact, because the Texas collectors are some of our favorite people.

The 1971 A. V. A. Convention will be held in Tacoma, Washington, and the dates have tentatively been set for August 6, 7, 8, 1971. I say tentatively because I haven't made final arrangements with the hotel yet, and it's just possible they have an American Legion convention or something already booked, in which case we'd have to try another weekend. But barring such an unlikely occurrence, we'll convene the first weekend in August in Tacoma. This avoids the A. N. A. Convention in Washington, D. C., August 10-14, 1971, and the Canadian Numismatic Association Convention in Vancouver, B. C., August 27-29. Your Editor will be running the Tacoma show, assisted by the members of the Seattle Transportation Token Club. It will be a modest, friendly convention on a low budget, but I believe you will like it!

Speaking of conventions, AVA President Ralph Hinde has asked me to announce that the 1972 convention site has not been picked, and the Executive Board request invitations from members interested in holding the convention in their home towns. So far I believe the only invitation on hand is from Chicago.

The Editor took his usual trip across the continent this past summer, and this time I took the train. First the overnight train from Boston to Washington via the Penn-Central,



which wins the prize as the world's worst passenger carrier. In Washington I visited the magnificent numismatic display at the Smithsonian, and was overwhelmed at the collection of gold coins of the world which they have. Literally thousands of gold coins, from all periods of world history, mostly uncirculated or proof. I spent hours there, dwelling on each coin, and was able barely to get beyond medieval England! If you go to Washington, by all means don't miss our national coin collection. Then I visited Landmark Services, Inc., to learn about the tokens they use and have used. The place is virtually inaccessible unless you have a car, which I didn't. So I took a taxi, and the man spent half an hour just finding the place. Fortunately in Washington they use zones, and not meters, in their taxicabs, so the extra time didn't cost me any extra. Landmark Services has an office in the headquarters building of the National Capital Park Commission, a government agency. Landmark is a private firm that purchases a franchise from the NCPC to operate their little buses. The man in the office was very friendly. I learned that, prior to their getting their own tokens, Landmark had used Philippines 500 D as an adult token, and Conn 305 G as a school token! Then they got their own tokens, which are still in use. The fare when I was there was \$2.00, so DC 500 AI should really be upped in price from the present \$1 to \$2.00. Children's fare is \$1. Possibly in the winter it goes back to 50¢ and \$1. But in the tourist season it's \$1 and \$2. The tokens are not sold in quantity to the public. When you board the vehicle you hand your fare to the driver, who gives you a token. You then immediately deposit the token in the fare box. So the tokens are really used as a control, to keep the drivers honest I suppose. The vehicles are small articulated buses: two sections that hold about 25 people in each section. Behind the driver is a barker, generally an attractive college girl, who talks over a loud speaker describing the history of the area you are traversing, as you ride along. The bus has large open sides, but in the winter they insert glass windows on the sides. A very pleasant way to see the principal buildings in downtown Washington. You can get off and then board another bus later on, thereby visiting each building for as long as you wish. In my case the man at the office gave me a free ticket, so I spent one round trip on the bus, trying to cool off in the oppressive Washington heat. They had plenty of business on the trip I took.

From Washington I took the Baltimore & Ohio RR to Chicago, where it was very cold and I nearly froze. So, wanting to do something that was warm, I rode the last interurban in America, the Chicago, South Shore & South Bend. But the roadbed is the bumpiest I have even been on, and lest I be shaken to pieces I left my train at Gary and took one back into Chicago.

From Chicago I took the Union Pacific transcontinental train to Los Angeles. This was a beautiful train: some 30 cars of bright clean matching equipment, pulled by 5 Diesel units, with 2 dining cars, 2 lounges, and 5 vista dome cars! It was a joy to ride, and nearly every space in the train was taken, giving the lie to those who constantly say that "Nobody rides trains anymore." Give us decent trains, like those of the Union Pacific, and plenty of people will ride them.

Arriving in hot smoggy Los Angeles I was met by Ralph Freiberg and Harold Ford, who had driven down for the occasion. Our odyssey in Southern California was mostly taken up in the wildest token chase I've ever been on. Harold and Ralph are avid car wash token collectors, especially Harold. I don't particularly care for the things, but some of Harold's enthusiasm for them was contagious. We tore around San Diego, calling people up, visiting Sofspra's, going to people's houses. We visited Tijuana, Mexico, for a few hours, which will be the first and last time for Tijuana for us. We roared back up to Los Angeles, and Harold raced over the freeways, veering off here and there looking for more car wash tokens and parking tokens. I've never covered so much geography in so short a time in my life: Harold had one eye on the freeway and one eye on the road map, while I had one eye on the speedometer and hung on for dear life. But we made quite a haul. All three of us accumulated a respectable haul of car wash and parking tokens. As I look back on it all, it was a lot of fun. And now, even though I don't collect the things, I have rather an enviable accumulation of car wash tokens, some of which, since we took the whole supply, may end up being rare.

= THE TWENTIETH ANNUAL CONVENTION OF THE AMERICAN VECTURIST ASSOCIATION =
minutes of the meeting

The 20th Annual Convention of the AVA was called to order at 10:00 a.m. on Saturday, August 15, 1970, at the Adolphus Hotel, Dallas, Texas. Because of the absence of the President and Vice-President, the Immediate Past President, Duane H. Feisel, officiated.

Members and guests registered were as follows: Allis, Feisel, Crockett, Mrs. Allen, Conner, Mrs. Conner, Cutler, M.A. Cutler, Mrs. J.E. Cutler, Mr. & Mrs. Maurice Murdock, Strough, Mrs. Strough, Reidling, Mrs. Reidling, Medley, Mrs. Medley, Fairfield (Walt and Benadean), Morgan, Bolz, Frisbee, Mrs. Johnson, Lee Ann Johnson, Lou Crawford and Mrs. Crawford, Lou Crawford Jr., Kevin Tallent, Yowell, Mrs. Yowell and James Yowell, Kelley, Mrs. John Clymer and James Clymer, Mrs. Paula Clymer, Hargett, Del Ford, Ingalls, Irwin, Clifton, Pfluger, Bill Davis, Charlie Max. Also 36 additional guests signed the visitors' list which brought total attendance to 79.

H.C. Reidling, Convention Chairman, welcomed all members and guests on behalf of the host club, the Texas Area Vecturist Association. He then announced that TAVA wanted to dedicate this convention to its former president, the late John C. Clymer.

Lou Crawford led the invocation and asked all present to pause briefly in a moment of silent prayer in remembrance of deceased members.

Mr. Reidling read letters of greetings from Floyd & Martha Barnett, John Coffee, Ralph Hinde, and Robert Ritterband.

Next the following committees were announced: Audit (Lou Crawford and Walter Fairfield); Election (H.C. Reidling and Motor Crockett); Resolutions (Roger Bolz and Mary Allen).

A motion was made to accept the minutes of the Philadelphia Convention as printed in The Fare Box. Mr. Frisbee read his treasurer's report for the period ending July 1, 1970, showing surplus funds of \$527.42, not including Life membership funds. The report was as follows:

Cash on hand, July 1, 1969: \$1,585.16. 70 new members @ \$5 = \$350; 21 half-year members @ \$3 = \$63; 459 renewals @ \$4 = \$1,836; Interest = \$77.62; Postage donations = \$5.50; sale of 8 lapel pins = \$22; Catalogue refund = \$17.66. Total 2,371.78 which added to cash on hand = \$3,956.94.

Disbursements: John Coffee for THE FARE BOX = \$1,500; Ritterband for letter-heads = 8.10; Mazeau for Secretary expense = 68.98; Mazeau for Catalogue expenses = 17.66; envelopes, Majestic Litho = \$15; AWA dues = \$12; Membership cards = 22.05; More printing, Railroad Printers = 20.70. Treasurer's bond for 3 years = \$25; to Butler for Roster = 95.43. Canadian check charges = 1.01. Total \$1,785.93.

Which leaves \$2,171.01. Add \$913.62 bank interest on Life Membership Fund, for a new total of \$3,084.63. Life membership fund is as follows: 50 @ \$30 = \$1,500; 14 @ \$60 = \$840; 5 @ \$80 = \$400. Total in Life Member Fund = \$2,740. Add this to \$3,084.63, for grand total of \$5,824.63. Add partial repayment of loan to Feisel for medal of \$261.47, new grand total = \$6,086.10. Add loan due for 1968 medal and manufacture of \$858.13, for total assets of \$6,944.23.

The following reports were then read by Mr. Feisel: Catalogue Fund (John Coffee) World Catalogue Report (K. Smith), Parking Token Catalogue Report (Feisel), Fare Box Report (Coffee), Secretary's Report (Mazeau). The Secretary's report showed a new net 12% membership gain over last year, with 70 life members, 8 junior members, and 510 regular members. The Catalogue Fund Report indicated sales of (for the period July 18, 1969, to August 10, 1970) 47 Parking Token Catalogues; 57 1963 Atwood Catalogues; and 1,437 1970 Atwood Catalogues. The Catalogue Funds total income and assets for the period were \$13,195.60, from which were taken expenses of \$9,905.36 (including \$8,863.35 to print and ship 3,000 copies of the 1970 Atwood Catalogue). As of August 10, 1970, the Catalogue Fund contained \$3,290.24, free and clear with no money owed to anyone.

Motions to accept all the above reports, pending findings of the Audit Committee, were properly made and carried.

The following proposals were then made by members:

- (1) That additional AVA-sponsored mail auctions be held at 4-month intervals, being held by Ken Smith and Roland Atwood with the AVA to receive 5%. (Smith)
- (2) To place the Catalogue in as many public libraries as possible in order to promote the collecting of tokens. (Feisel)
- (3) To recommend to the Catalogue Committee that it set a reduced price to members who wish to purchase a copy of the Atwood Catalogue for donation to the home town library in their names. (Ingalls)
- (4) That auctions to be held by Atwood and Smith must meet AVA requirements on minimum value. (Crockett)
- (5) Prices realized on all auctions to be reported in The Fare Box. (Clifton)
- (6) The Secretary to investigate the amount of life members who have not received permanent membership cards and send them. Also send yearly cards to life members and make this retroactive. (Crockett)
- (7) Increase AVA dues to \$5 per year. (Reidling)
- (8) Make available consecutive membership pins to members to purchase, such as 5 years, 10 years, 15 years, etc. (Irwin)
- (9) Purchase a convention pin with a place to attach bars for years attendance. (Bolz)

On motion by Mrs. Murdock the first session adjourned at Noon.

The Saturday afternoon session was called to order at 1:20 pm by the Acting Chairman, Mr. Feisel. The following were the findings of the Election Committee: 291 ballots were received, of which 289 were found valid (1 was invalid; 1 was illegible). *For Vice-President: Ritterband 197; Edkins 91. For Curator: Feisel 186; Pollack 103.* So Ritterband and Feisel were elected Vice-President and Curator, respectively. Other officers automatically returned to office: Ralph Hinde, President; Donald Mazeau, Secretary; R.K. Frisbee, Treasurer.

The Audit Committee announced that all reports read were found to be correct and acceptable.

The Resolutions Committee made the following recommendations:

- (1) The AVA would like to thank the host club, the Texas Area Vecturist Assn., for hosting the 1970 AVA Convention.
- (2) Thanks to John Coffee and the Catalogue Committee for the time and effort expended in publishing the new Atwood Catalogue.
- (3) Thanks to Mr. & Mrs. Robert M. Butler for publishing and mailing the membership roster.

The following action was taken on the proposals made by members (top of this page): #1 be carried out if Smith and Atwood have the time as the AVA can use the money. #2 and #3 be referred to the Catalogue Committee. #5 be referred to Mr. Coffee for handling. #6 be referred to the Secretary. #7 was voted down. All members present voted not to increase the dues at this time because of surplus funds in the treasury. #8 and #9 be referred to the Executive Board for study, with recommendation that these things be included in registration fees at future conventions, and that pins and bars be prepared for previous conventions for those who have attended them.

There being no further business, a motion was made and carried to give thanks to the T.A.V.A. for their outstanding job in making this a successful convention. At 2:30 pm a motion was made and carried that the business session be adjourned.

Respectfully submitted,

MRS. PAT MURDOCK, Acting Secretary
(Modifications to minutes, for clarity,
and additions of report information,
made by the Editor.)

= PRICES REALIZED AT THE 1970 A.V.A. CONVENTION AUCTION =
 (See May 1970 Fare Box for list of tokens)

| | | | | | | | | | |
|----|------|----|--------|----|--------|----|--------|-----|--------|
| 1 | 1.25 | 22 | 1.00 | 43 | 1.75 | 64 | 1.75 | 85 | 1.50 |
| 2 | 6.30 | 23 | 1.20 | 44 | 5.00 | 65 | 2.00 | 86 | 2.25 |
| 3 | 5.60 | 24 | 2.30 | 45 | no bid | 66 | 3.25 | 87 | 3.75 |
| 4 | 5.00 | 25 | 2.30 | 46 | no bid | 67 | 3.25 | 88 | 5.10 |
| 5 | 3.40 | 26 | 2.27 | 47 | 20.00 | 68 | 1.60 | 89 | no bid |
| 6 | 4.00 | 27 | 1.00 | 48 | 2.50 | 69 | 5.00 | 90 | 27.00 |
| 7 | 1.75 | 28 | 1.25 | 49 | 11.00 | 70 | 6.25 | 91 | 8.50 |
| 8 | 1.00 | 29 | 1.30 | 50 | 16.00 | 71 | 4.50 | 92 | 9.50 |
| 9 | 1.75 | 30 | 1.10 | 51 | 12.00 | 72 | 5.00 | 93 | .60 |
| 10 | 1.75 | 31 | 17.55 | 52 | 1.25 | 73 | 4.25 | 94 | 8.00 |
| 11 | 2.00 | 32 | no bid | 53 | 2.00 | 74 | 5.10 | 95 | no bid |
| 12 | 1.75 | 33 | 4.75 | 54 | 1.35 | 75 | 5.25 | 96 | no bid |
| 13 | 2.50 | 34 | 6.00 | 55 | 1.35 | 76 | 5.25 | 97 | 10.50 |
| 14 | 4.00 | 35 | 5.75 | 56 | 2.25 | 77 | no bid | 98 | 1.00 |
| 15 | 2.75 | 36 | 1.75 | 57 | 2.85 | 78 | no bid | 99 | 1.00 |
| 16 | 3.10 | 37 | 3.25 | 58 | 4.77 | 79 | 6.75 | 100 | 1.00 |
| 17 | 4.00 | 38 | 2.25 | 59 | 6.05 | 80 | 13.25 | 101 | 1.00 |
| 18 | 5.00 | 39 | 3.25 | 60 | no bid | 81 | 4.10 | 102 | 1.50 |
| 19 | 6.50 | 40 | 2.75 | 61 | 3.50 | 82 | 9.00 | 103 | 1.00 |
| 20 | 1.25 | 41 | 24.10 | 62 | 3.25 | 83 | 18.75 | 104 | .70 |
| 21 | 1.10 | 42 | 4.75 | 63 | 2.75 | 84 | 11.50 | 105 | 1.25 |

Total realized in sale: \$476.89. 5% to A.V.A.: \$23.85.

= AUGUST NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

Convention time has come and gone again. I understand that although attendance was small, the gathering was a very sociable one, and enjoyed by all. As promised last month you collectors of foreign tokens have been sent the set of 12 Danish tokens from Aalborg. Our sincere thanks to Mr. F.J. Bingen of Holland for making the arrangements for me to secure these nice tokens. Those of you with low accounts did not, and will not, get these tokens until your balance is in the black.

We are also sending out the Dallas Convention tokens. Thanks again to Mr. Strough for providing these. You will also receive the Mt. Hope Bridge token, RI 120 A. Our sincere thanks to Mr. Turgeon for his patience and time in getting these for us, a few at a time and many trips across the bridge. As Mr. Turgeon wrote me, "I am spending my vacation on the Mt. Hope Bridge!"

Two more from England will be sent to foreign collectors: Eng 500 CB and 800 BB. Possibly we shall also have a couple from Ireland for you.

This is school time again. Keep your eyes open for new school tokens in your respective cities. New issues are on the upswing, and we are perpetually grateful to those collectors who take the trouble to obtain a supply for the N.I.S.

This month we welcome Mr. Turgeon to Associate Membership in N.I.S.

I am again offering for sale, to anyone not fortunate enough to get in on them, Pa 445 D and E. Thanks again to Michael Rosenthal who went out of his way to obtain a few sets of these tokens for us.

= NEW FINDS =

With the advent of another busy collecting year we expect to report lots of new finds. Dave Schenkman begins the season with Pa 526 EA and GB, Pa 725 C; W.Va 890 J, and--best of all we think--Ala 470 A. Nice haul! Ken Bassett did all right also, when he picked up Pa 355 A at a flea market, along with Kans 30 A. Keep looking!

= AUGUST SUPPLEMENT TO ATWOOD'S CATALOGUE =
By Ralph Freiberg

MICHIGAN

Manistee 590 (Reported by Marie A. Johnson)
MANISTEE, FILER CITY & EASTLAKE R'Y. CO.
D o Cr 22 Sd One Fare \$7.50

OHIO

Cincinnati 165 (Correct listing reported by Joel Reznick)
AH Bz 23 Sd [Same as AD, but WM-plated] (* 1/1/67) .30

RHODE ISLAND

Bristol 120 (Reported by Hector Turgeon)
MT. HOPE BRIDGE DIVISION (DESIGN)
A B 20 Sd Passenger-Car or Motorcycle One Fare f (* 7/1/70) .25
[This bridge connects Bristol and Portsmouth, R.I.]

SOUTH DAKOTA

Springfield 890 (Reported by Duane H. Feisel)
(SAME OBERSE AS 890 A)
C o A 26 Sd Good For 25¢ in Trade 7.50

TEXAS

Dallas 255 (Reported by Harry Strough)
AMERICAN VECTURIST ASSOCIATION CONVENTION
AUGUST 14-15-16 1970 DALLAS TEXAS (STAR & LONGHORN)
Q o B Ov Sd Good For One Ride (with Obverse of Tex 955 A pictured:)
Waxahachie St. Ry. Co. Texas One Fare (39x26mm)
[The inscription on 255Q is essentially flat, formed by mottling out
the background.]

UNIDENTIFIED

(Reported to Ralph Winant by Ed Jernigan)
OVERTON TRANSFER GOOD FOR RETURN TRIP ONLY
109 B 23 Sd (blank) [obverse letters are incuse]

= NOTES BY RALPH FREIBERG =

After the long pause it'll take a couple of months to get back into the routine. We are using the device of saying (same obverse as 890 A) rather than repeat the actual obverse listing in some cases, because this saves us from making errors. I wish we had done this last month! We should have said (same obverse as 670 B) on that New Orleans token, because in trying to spell it out I left out the "INC." which should be in the obverse inscription of the new Base Fare token from there.

Marie Johnson discovered another old token in a museum, and obtained a rubbing. But so far no collector owns this one. This gives us four rarities from Manistee.

We saw the plated Cincinnati token a couple of years back, but the person who reported it had the wrong story as to the plating. He was told it was plated in error. However we now know that it was issued as a plated token...thanks to a collector who wasn't satisfied with the "error" story I gave him. In cases like this, when you correct me, please don't think I get hurt feelings! I love to be corrected when I am wrong, as I was in this case. This new 165 AH had been plated 12 months earlier than the 165 AB token, so when we got the AB, and also saw some of these AH, we assumed the AH was an error. The New Issues Service won't handle these as they have been out for four years. But anyone who wishes may write Cincinnati Transit and ask for the solid half fare token that was silver-plated. (In our Catalogue we use the term "white metal plated" which is technically accurate, although most bus companies refer to it as silver-plated.)

The Convention tokens will be sent out by the New Issues Service. The inscrip-

tion is formed by mottling out the background, and what is left forms the lettering and design. As it's all in very low relief, we doubt if the tokens would stand much handling. A complete set of A.V.A. Convention tokens makes a nice display, and we believe all of them are still available from the various convention committees except the Harrisburg token. Persons in charge of selling these tokens should write John Coffee with prices and address to send, so that newer members may have the opportunity of buying them.

The Mt. Hope Bridge token, a Franklin Mint issue, was placed in use July 1, 1970. Tokens are sold in envelopes of 20. Actually you only get 19 when you buy them; they always take one out for your toll. The price is \$2 for 20 tokens. However, the Bridge Authority wouldn't sell them to us at that price, insisting on 25¢ each, the cash toll rate. So Mr. Turgeon obtained them for the New Issues Service after making several trips. Strange how some companies and authorities sell us tokens with no difficulties, while others either refuse to sell them at all, or try to charge us more than the going price to the public, which is a tactic we refuse to be dragooned into. In this case we ended up paying just about the same, after reimbursing Mr. Turgeon for expenses, but we had the satisfaction of not letting the Authority take advantage of collectors. It's a bad habit to let them get into!

The Springfield, S.D., ferry token makes a set of 3 tokens for this ferry. For background on the ferry see page 98 of the May 1965 Fare Box.

The Unidentified token is waiting for some sleuth to learn its origin.

In our new Catalogue we list a token from Marion, S.C., which was never reported in The Fare Box. This token was purchased in a coin auction by Dan DiMichael, and we list it from the evidence on its face. However, Dan was unable to get any background information from the Marion Chamber of Commerce. Here's another one waiting for a researcher. There could be more of these tokens down there. Then there's a little mystery token pictured on page 550: VERNAL CITY LINES. This little brass token is owned by John Coffee, who threw the picture in the Catalogue with the Utah tokens on the assumption that it must be from Vernal, Utah--the only Vernal in the country. However, so far no firm information has been found to prove the token is from there, so we didn't list it. Can anyone prove where this one is from?

On page 136 of the December 1969 FARE BOX there is a list of turnpike tokens being used right now. Anyone who wishes may put these in his Catalogue; I haven't listed them yet because I still haven't learned what the lowest fare could be, to give a price to them. If someone can tell me this--the lowest toll anyone could pay and drive on the highway--I'll assign numbers to them, in the order listed in that article. Presumably the Delaware tokens up to G are worth about 25¢ and the Maryland ones 50¢, but try to get 'em!

One pattern listed in the Catalogue without mention in The Fare Box was Tenn 998 E. Mr. Coffee squeezed it in at the last minute, and we should mention here that credit belongs to Mr. Eshleman for reporting it.

Joel Reznick reports that the Webb Ferry of Grayville, Ill., was discontinued in October 1969 when a bridge was built. So mark all those tokens obsolete. The same man owned both the Grayville Ferry and the 5th Street Ferry (Mt. Carmel, Ill.), but he had earlier sold the 5th Street Ferry on March 17, 1967. The new owner didn't use tokens so the 5th Street Ferry tokens became obsolete at that time. Later the 5th Street Ferry "met with a disaster," and has now ceased operations. However, the original owner who sold it in 1967 is now thinking of moving his old ferry over from Greyville and operating it at the foot of 5th Street in Mt. Carmel. So we may have a ferry across the Wabash at Mt. Carmel again. The owner's house is on a hill overlooking the ferry site in Mt. Carmel.

Every so often someone reports a token to me which he "thinks" is a transportation token. But of course we don't list a token unless there is firm evidence that it was, or is, a transportation token. My suggestion is that you do some research yourself on these "might be transportation" tokens. A case in point is the wooden nickels which we listed and then dropped from the 1970 Atwood. There are a lot of wooden nickels floating around, fresh from manufacturers' printing presses. Unless we know they came from a transportation facility, we aren't going to list them. So out went the old Dayton, Ohio, wooden taxi tokens and the old Mich 1000 D, as all known specimens came from a manufacturer.

= AUGUST SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =

By Duane H. Feisel

ILLINOIS

Chicago 3150 (Reported by Philip Mandel)
CORBETT CLINIC (GATE)
BV Bz 25 Sd Parcoa Token (gate)(Rev. G)(1970-) \$0.25

MICHIGAN

Detroit 3225 (Reported by Marie Johnson)
ENGINEERING SOCIETY OF DETROIT
C B 25 Sd Good For Parking Only (5/69-) .25

MISSOURI

St. Louis 3910 (Reported by (N) Doug Ferguson, and (O) Don Mazeau)
CHASE-PARK PLAZA HOTEL
N o B 25 Sd Good For Parking Only (? --ca. 1967) .50
VISIT NORM SANDON'S
O B 22 Sd Meyer & Wenthe Chicago (all letters incuse) .25

PENNSYLVANIA

Allentown 3015 (Reported by Joe Pernicano)
DORNEY PARK "THE INN" (GATE)
F Bz 25 Sd Automatic Gate (gate) .25
Lancaster 3525 (Reported by BATS)
LANCASTER GENERAL HOSPITAL
A Bz 25 Sd Parcoa Automatic Gates (gate)(1966-) .25

TEXAS

Dallas 3255 (Reported by DHF)
TEXAS INSTRUMENTS DALLAS, TEXAS
S B 25 Sd (same as obverse) .25
Sherman 3840 (Reported by Bob Clifton)
ESSIN CLINIC SHERMAN, TEXAS
B B 23 Sd Parking Token (two stars) .25
(The A token has a propeller on reverse.)

WISCONSIN

Appleton 3030 (Reported by Ferguson)
CONWAY MOTOR INN
D B 23 Sd Guest Parking Token Appleton, Wis. (8/69-) .50
Milwaukee 3510 (Reported by A.H. Erickson)
MEDICAL-SURGICAL CLINIC
ALo WM 25 Sd (blank)(12/68-2/70) .25

MANUFACTURERS' STOCK PARKING TOKENS

Group 3054 (Reported by DHF)
AUTOMATIC PARKING DEVICES INC. FARMINGTON, MICH.
C B 26 Sd Good For Parking Only (10/69-) .25
(O: Bottom of DEVICES aligns ...)
a. (above F -- above .)
b. (F -- H)

ADDITIONS AND CORRECTIONS

MI 3170 A: composition is B, not WM; size is 27, not 26 (10/69)
NJ 3115 C: add variety descriptions: (O&R: slant of R in COOPER points down to ...)
a. (left slant of A)
b. (apex of A)
TX 3340 E: add Parcoa reverse varieties A and H.

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

The summer is just about over now, and we can return to a more normal pace in our token activity. The publishing lapse means that we have a nice listing for this issue, and you can expect another in the next issue.

The new Parking Token Catalogue is taking a share of my time every day now, and typing of pages will commence just as soon as the printers send me the special paper to be used. My plans are to start typing the state listings with few tokens, and eventually finish up with the states with many listings. That way it will be easier to add listings if they arrive before the copy is ready for the printers. It is impossible to predict a definite schedule, but I anticipate the new edition of the parking token catalogue will be ready in early 1971. Please get in your reports of unlisted tokens now!

The Corbett Clinic token is probably used in a special gate-controlled lot for patients and visitors. My inquiry was returned with no comment, although a few tokens were sent. You might try writing the clinic, sending 25¢ in coin + SAE. The address: 1380 W. Lake St., Chicago, IL 60607. Note the new Parcoa reverse variety here. This reverse has the gate with the long arm, and the left side of the gate aligns (between PA -- T).

The token for the Engineering Society of Detroit is used in the exit gate of a lot for members and guests. During the day, before 5 pm, two tokens are required to open the exit gate, while 3 tokens are needed in the evening, after 5 pm. Tokens are sold at 25¢ each via a 25¢ machine and by a \$1 bill changer which yields 2 tokens and 2 quarters. The token vending machines are located inside the building. In the Fall of this year it was anticipated that consideration would be given to raising the token value to 75¢ thus eliminating the need for multiple tokens in the exit gate mechanism. The Society was most cooperative in selling me a supply of the tokens which have already been sent out to PTNIS members. I don't know if my mention of the fact that the organization had awarded me a scholarship when I was in college helped or not in getting the tokens.

While in St. Louis in August for the ANA Convention I stayed at the Chase-Park Plaza for almost a week. The token had been reported to me earlier, but my written inquiry was returned by the hotel with the notation that parking tokens had never been used there. Well, my room looked out over a gate-controlled lot across the street from the hotel. Inquiry among older hotel employees revealed that the gate had been token-operated up until about 3 years ago, and tokens were given to patrons of the several fine restaurants at the hotel. At present the gate is coin-operated. During the week I was there I had several people trying to locate tokens for me, and they came up with only a small number of them. Thus I expect this to be a rather scarce token.

Norm Sandon's is a health club with several locations in the St. Louis area. One location has a gate-controlled lot requiring the use of tokens. My inquiry was returned with no comment, so it looks like a personal visit might be needed to obtain the token. I believe the location of the club where the token is used is Clayton. Also there are indications of a second earlier variety of this user. Perhaps some good collector in the St. Louis area can help us out with this one.

The Inn is a restaurant located at Dorney Park, a large, old and well-known amusement park located in the outskirts of Allentown. A gate-controlled lot is located adjacent to the restaurant for use of its patrons. I received a token by writing.

Volunteer workers at Lancaster General Hospital are given tokens to provide free parking at a special gate-controlled lot. A quantity of these tokens was obtained and have already been sent out to PTNIS members.

While in Dallas for the AVA Convention I attended to some business including a visit to the Texas Instruments site. Among the numerous parking lots scattered around the site are several gate-controlled lots for the use of vendors, visitors and job applicants. The company will not issue a quantity for collectors, but I was able to obtain several specimens without indicating my interest as a collector. So a personal visit will be needed, and it would be well not to mention that you are a collector. Perhaps someone among the many Dallas collectors can help out on this token.

I feel that the tokens have been in use for some time--at least a year--judging from their appearance.

The new Essin Clinic token has a quite different reverse design although the wording is the same as on the A token. Bob Clifton obtained an off-metal strike of the A token in WM from the Clinic--it had appeared in a bag of tokens.

The Conway Motor Inn token is given to guests and restaurant customers for free exit from a gate-controlled lot. A supply of these tokens has been purchased and will be sent out for PTNIS with the next shipment in October.

The new Milwaukee listing was used at a small gate-controlled lot for patients of the clinic. Because of frequent damage to the equipment by vandals and by drivers, use of the gate was discontinued. Through the efforts of Mr. Erickson, a supply of the tokens was obtained and sent out to PTNIS members.

When Automatic Parking Devices, Inc., moved from their location in Detroit to a new suburban location, this location was inscribed on new batches of the stock tokens. Note that 2 varieties exist already, and we shall probably see others with time. The company sold me a supply of the b variety, and these will be sent out on PTNIS with a shipment in October.

In the additions and corrections listings, there is another new Parcoa reverse variety reported--this for TX 3340 E. This reverse has a gate with the short arm, and with the left side of the gate aligned (A -- between T0). The two new reverse listings for this token came from new AVA member H.D. Conner who has a real interest in parking tokens. We are looking forward to additional help from him in the future.

Paul Glinther writes that he recently made a trip to Springfield, Illinois, to see what he could do about getting some of the IL 3795 B tokens (326 Medical Building). After not getting anywhere on the first trip he managed another visit which was somewhat more fruitful. Apparently the supply of the regular token became low, and now a plain brass token, beaded border both sides, is being used. A few of the regular tokens are still around. The plain brass tokens have been reported for several other locations as well, but the lack of anything really distinctive in the design of these tokens precludes their listing in the PT catalogue.

An interesting personal token was sent to me recently. The description of the piece is as follows:

PARK AVE COIN SHOP (ON \$ SIGN) SERVICE & QUALITY
FIRST 323 PARK AVENUE WEST MANSFIELD, OHIO - 44906

B 38 Sd Free Parking on the Moon 1970 Park Ave. Coin Shop

The owner of the coin shop, John R. Smith, advises that the tokens are available for 50¢ each. While these personal tokens are interesting, they will not be listed in the parking token catalogue in the future unless I decide to include them in a special section.

This completes a rather lengthy listing for this time, but you can expect a similar report in the next issue. Subscribers to PTNIS should be sure to maintain a reasonable balance since a number of new tokens are on the line and should be available for shipment soon. Openings are still available in PTNIS although not too many more can be handled. If you are interested in this easy way to add tokens to your collection, now is the time to subscribe before the openings are depleted. Once the new catalogue appears there is bound to be a new surge of interest in parking tokens.

= SEATTLE TRANSPORTATION TOKEN CLUB MEETS AGAIN =

The world's oldest organization of transportation token collectors, founded in 1947, met in July at the office of Clarence E. Heppner (Hepp's Stamp Shop) - 1331 Third Avenue - Seattle, Washington. Present were Earl Campfield, Nina Nystrom, Ted Hartung & Ted Jr., Al Koskie, Bill Stanley, Mike O'Hara, Byron Johnson, Cecil Jefferson, Gus Nilson, Clarence Heppner, Allen Nystrom, and John Coffee. The club was saddened over the death of Clara Nilson, Gus' wonderful wife who never failed to throw out the welcome mat, with refreshments (and what refreshments!) for visiting vecturists. We'll all miss her. It was a good meeting, and it was good to see that transportation tokens are still actively collected in the city where the hobby was first organized. Afterwards we all adjourned to the "Green Apple" for the collation.

= AUGUST SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =
By Kenneth E. Smith

AUSTRIA

Vienna 840 (Reported by F.J. Bingen)
A.A.B.G. WIEN III. BECHARDGASSE 17 (stamped 44)
QDo B 21 Sd (same as obverse)(elevator token) \$0.25

BRAZIL

Salvador 700 (Reported by J.D. Ferguson)
VALE UMA PASSAGEM NOS ASCENSORES DA CIA LINHA CIRCULAR
F o WM 25 CLC-sc (same as obverse)(Vars.) 1.00
(F comes without a center hole. A and B were holed for a fare change,
and later B was plated for another fare change.)

DENMARK

Aarhus 10 (Reported by Bingen)
ARHUS SPORVEJE (ARMS)
BT B 18 Sd (same as obverse)(* 1969-) .20
Horsens 360 (Reported by Bingen)
HORSENS BYBUSSE (SHIP) VITUS BERING 1681-1741
C B 19 Sd (same as obverse)(* 1969-) .20

ENGLAND

Wakefield 800 (Reported by G. Zerbes)
WEST RIDING AUTOMOBILE CO. LTD. EMPLOYEE (STAMPED NUMBERS)
PCo B 35 Pc (blank) 3.00

GERMANY

Berlin 100 (Reported by N. Shafer)
BERLINER-DAMPFSCHIFF-VEREIN W & K
E o WM 22 Sd (steamboat) 2.50
Köln 464 (Reported by Bingen)
BRÜCKENMARKE. EIGENTUM DER CÖLNER HEBESTELLE A
RAo B 23 Sd Vor Dem Überschreiten an der Controlle Abzugeben A 3.00
Strohausen 852 (Reported by Bingen)
4. GROTE PASSAGE & BRÜCKENGELD STROHAUSEN 1856
RAo Z 31 Sd (blank)(obverse letters incuse) 5.00

NORTHERN IRELAND

Belfast 160 (Reported by Donald Capper)
BELFAST CORPORATION TRANSPORT (LARGE S)
CA WM 23 Sd (city arms)(round) .30
CB WM 23 Sd (city arms)(eleven-sided) .30
(Issued 2/16/70 for 6d fare for one-man operated bus routes)

SWITZERLAND

Geneva 360 (Reported by Capper)
C G T E 15
S o B 25 Ch CGTE (in monogram)(both sides clipped) .50
(I have suspected for years that this token should exist, to make the set of
N to S complete including fare raise change tokens O,Q, and S.)

TURKEY

Istanbul 400 (Reported by Rev. I. Campbell)
I.E.T.T. UMUM MUDURLUGU
Q o Z Sq Ch Mevki Talebe 2nci (21mm) .50

= APPLICATIONS FOR MEMBERSHIP =

- 1187 MR. DEE D. DRELL - 1111 LAKE AVENUE, APT. 51 - METAIRIE, LOUISIANA 70005
Age 22; Law Student. Collects all types. (Coffee)
- 1188 JAMES F. LUCEY - BOX 364 - HARTFORD, CONNECTICUT 06101
Age 27; Bus Driver, Ticket Agent. Collects U.S., Can., For. (Coffee)
- 1189J DONALD NOE - 1 SECOND STREET - NORTH ARLINGTON, NEW JERSEY 07032
Age 15; Student. Collects U.S., parking. (Turgeon)
- 1190 JUDITH SMITH - 1192 RUE LA VILLE - ST. LOUIS, MISSOURI 63141
Age 29. Collects U.S. (Bolz)
- 1191 BRADLEY H. CLARKE - 15A ORCHARD STREET - CAMBRIDGE, MASSACHUSETTS 02140
Age 26; Chemical Engineer. Collects U.S., Canada. (Coffee)
- 1192 STEVE LIPSHIE - 12934 BURBANK BLVD. #1 - VAN NUYS, CALIFORNIA 91401
Age 27; Student. Collects U.S., Canada. (Coffee)
- 1193 JOHN S. GERSICH - 260 ROME STREET - SAN FRANCISCO, CALIFORNIA 94112
Age 22; Retail Clerk. Collects U.S. (Coffee)
- 1194 CHARLES M. BENSON - BOX 171 - LOS ANGELES, CALIFORNIA 90053
Age 40; Lawyer. Collects U.S., Canada, Foreign. (Coffee)
- 1195 GERALD C. ANDERSON - 106 CENTRAL AVENUE - OSSEO, MINNESOTA 55369
Age 48; Retired. Collects all types. (Hazeau)
- 1196 HOWARD L. SPEAR - 1924 OLYMPIA AVENUE - OLYMPIA, WASHINGTON 98501
Age 57; Railroad Agent. Collects U.S., Canada, parking. (Coffee)
- 1197 JOSEPH R. MILEHAM - 3123 SOUTH 31st STREET - SPRINGFIELD, ILLINOIS 62703
Age 38; Coin Dealer. Collects U.S. (Coffee)

REINSTATEMENTS TO MEMBERSHIP

- 895 Stephan Juskewycz - 952 West 26th Street - Erie, PA 16508
- 969 Irene Klugman - Box 11025 - Minneapolis, MN 55411
- 596 R. Lee Medley - 508 Kimbrough - Fort Worth, TX 76108
- 816 Bill S. Riley - Route 2, Box 348 - Texarkana, TX 75501

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- Gerald B. Perkins, Jr. - 1073 Barberry Drive - Battle Creek, Michigan 49015 *
- Darvin Reiswig - 4431 Freeport Blvd. - Sacramento, California 95822
- Robert A. Rieder - 1608 Broadway - Lubbock, Texas 79401 *
- Harvey S. Rosen - 15 Scott Road - Brockton, Massachusetts 02402 *
- Sam Ruggeri - P.O. Box 561 - North Bellmore, New York 11710 *
- LeRoy Stewart - P.O. Stn. "C" Box 4481 - London 42, Ontario *
- Norman A. Webb - P.O. Box 641 - Portland, Oregon 97207 *
- Robert Whitehead - 1115 Thames Drive - San Jose, California 95129
- Don Wilson - Box 273 - Montreal 379, Quebec *

= ATWOOD CATALOGUES FOR PUBLIC LIBRARIES =

In accordance with a resolution adopted at the Dallas Convention, the Editor is willing to send a copy of the 1970 Atwood Catalogue to the public library in your city, as a donation in your name, for the nominal price of \$6.00 postpaid. Simply send \$6.00 to the Editor, together with the name & address of the public library. The book will be sent directly to the library, in your name. Only one book per library at this rate. Regular library rate is \$8 per copy.

THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

NEW ISSUES EDITOR

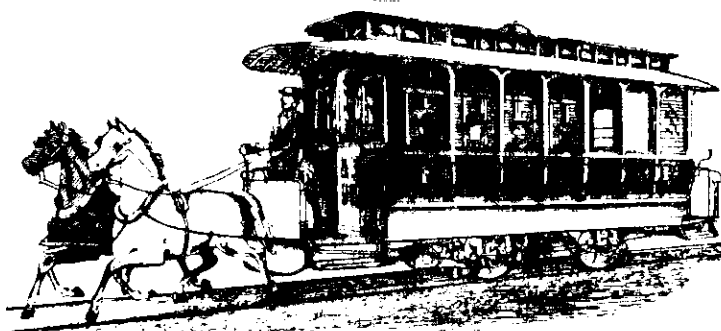
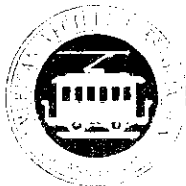
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Parking Tokens

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Volume 24, Number 9

SEPTEMBER, 1970

Our 279th Issue

From time to time, when there is room, we bring you lists of tokens which are related to transportation. Thus we have run lists of vecturists' personal tokens, and shall continue to do so. Our conception of a "personal token" is that it is essentially a calling card, given away, and not something hoarded up to be rare. We hope that members who have made calling card tokens will send one to the Editor for listing. When we publish the first printed supplement to the 1970 Atwood Catalogue, in a couple of years, we shall include a complete personal token listing in the pamphlet, or book, as the case may be.

Car Wash Tokens will also be reported, when there is room. We understand that Harold Ford has at least 60 new listings, and when other material for an issue is short, we'll publish a supplement to his car wash token catalogue.

Last night—that is, on September 29—Duane Feisel paid your Editor a visit in Boston. Duane was here on business, and dropped by to discuss plans for the new parking token catalogue. Work is now underway on this book, which we anticipate to run about 254 pages, with pictures of nearly every parking token, plus pictures of some installations if possible. It will be printed, we hope, on the same high quality non-glare paper that we used in the 1970 Atwood Catalogue, and bound in real buckram. As soon as we have a firm price from the printer, we shall issue a call for advance orders from collectors. This book will be as great an improvement over the present edition, as was the 1970 Atwood over the 1963 Atwood.

On my travels the past summer I visited quite a number of coin stores. One thing that struck me everywhere was the paucity of transportation tokens available. Nearly every dealer observed that transportation tokens were extremely popular, and that as soon as he got any, they were snapped up. It would appear that transportation tokens are a very hot item these days, and that our hobby is enjoying a boom...not only among our own members, but also among numismatists in general.

While in Tacoma I visited the bus depot to see if I could obtain any more examples of the Lake Drive Transit token, Wash 880 N. The bus company has been sold, but the new owner, a much younger man, was just as reluctant as his predecessor to sell any tokens. I could not secure even one from him, although he acknowledged that he had over 400 of them. There are only 6 of them in the hands of collectors, so far as I know, but they still may be put into use out there on the buses...or then again, they may all be dumped into Puget Sound.



= NEW DENVER TOKEN CLUB GOING STRONG =

We have a lot of active transportation token clubs in the United States: Seattle, Minneapolis, New York, Philadelphia, Los Angeles, San Francisco, Omaha, Dallas, Pittsburgh, and now Denver. We like to publish news about them.

At their meeting June 18, there were eleven present at the Denver meeting. Sid White, one of their members, reported he had given an interesting talk on the Denver and Interurban RR at a local coin club. Bill Davis, another member, also presented a slide talk on transportation tokens at a local coin club. Bill is president of the South Suburban Coin Club. Jim Zervas, another of their members, is president of the Jefferson County Coin Club.

Charley Carter reported that on a recent trip through southwest Colorado he stopped off at Durango and found a Colo 280 A. He also brought back an interesting news clip on the old Durango Railway and Realty Company and promised to send a copy to THE FARE BOX.

Gerry Sochor came up with a couple of wooden nickels which were used for a ride on a stage coach, and has reported them to Ralph Freiberg.

Toby Frisbee spoke about the forthcoming Dallas Convention.

Others present were Syd Joseph, Gene Skoglund, Charley Max, Paul Stewart, and Syd Joseph. Needless to say, lots of tokens exchanged hands, and the coffee and cookies weren't bad--Syd Joseph reports he is getting better and better at brewing coffee at a moment's notice.

The club meets the 3rd Thursday of every month, and anyone passing through Denver is invited to call Syd Joseph for exact time and place. The collectors there are also anxious to have get-togethers at a moment's notice to accommodate collectors in Denver at other times. Just let him know.

= BIG OCTOBER MEETING PLANNED BY THE DELAWARE VALLEY VECTURISTS =

After several years of meeting in downtown Philadelphia, the DVVA is trying something different for the October meeting. This one will be at Joe Pernicano's office out in the northeast section. Joe works for General Electric at the Bluegrass Plaza (near Korvette's) on Welsh Road just east of Roosevelt Blvd. The entrance is next to the Chinese restaurant--you can't miss it. The meeting will be at 1:30 pm on Sunday, October 11.

A meeting place such as this one may be somewhat inconvenient to those coming into Philadelphia by train. Communicate with Dave Jordan (phone AD 3-5669) if there is a problem and an effort will be made to find a way for you from downtown to the meeting.

It would be a pleasure to see every vecturist from the Philadelphia area at this meeting. Come and bring a lot of good things to display and trade!

= ROCK FESTIVAL TOKEN AVAILABLE =

Some of us collect admission tokens. An interesting one, which certainly takes its place as part of Americana, was used as an admission ticket to the Goose Lake Park Rock Festival in Jackson, Michigan, on August 7-8-9, 1970. The thing is made of plastic, with an incused gold inscription reading "GOOSE LAKE MUSIC FESTIVAL" on both sides, with a picture of a goose. It looks like a Las Vegas gambling chip, as a matter of fact. Anyway they come in several colors, are about silver-dollar size, and you can get them for \$1.00 each by writing Goose Lake Park, Inc. - 30999 10-Mile Road - Farmington, MI 48024.

= HOW MANY NEW MEMBERS WILL YOU SPONSOR THIS YEAR? =

= THE 1970 AVA CONVENTION IN DALLAS =

By H.C. Reidling

The Dallas Convention is now history and I think those who attended will long remember it. It was the first convention ever attended by many of the members so we have nothing with which to compare it, but veteran convention goers like Joe Allis said it was one of the best. It was not a large convention, with just 39 persons registered, but perhaps because of this it was a good convention. No one got lost in the shuffle. Everyone got to meet everyone else and there was almost enough time to get all the trading done and stories told that you wanted. Almost. I suppose that you could have a week-long convention and still leave with something left undone.

The local members met at the hotel on Thursday night to put the displays together and lo and behold there were already 15 people here! We had plenty of help to carry display cases and token paraphernalia. Mary Allen, Harry Strough, Maurice & Pat Mardock, and myself, worked into the night putting the display of Texas trade and transportation tokens together. I had to leave to work the "graveyard shift" that night. When I got there the next morning the meeting room was not yet set up by Roy Irwin had tacked up a sign directing early arrivals to the Mardocks' room and the trading and talking were already going on. We got everyone to the meeting room and got set up. It was a beautiful room with more tables than we needed, plenty of ice water, coffee, coffee cake, and even a piano. The registration desk was set up and headed by Moton Crockett, who was assisted by Mrs. Strough, Mrs. Reidling, Mrs. Crawford and others. Security was provided by yours truly in my Dallas Police Dept. uniform, but I doubt that I inspired many feelings of security since I was constantly engaged in conversation with some new arrival or going through his trading material. The day was spent making new acquaintances and renewing old ones. This is probably the most enjoyable day of the whole convention. That night I went to sleep early as I had not been to bed in 24 hours but others kept after it until the wee hours of the morning.

The next morning we got off to a late start on the business meeting, which I understand is the usual procedure. In the absence of most of the national officers, Duane Feisel consented to direct the meeting, and after a nervous beginning we got things underway. There was a surprising amount of interest shown in almost every item of new business and everything was thoroughly debated before being accepted or rejected. Duane said afterward that he could not remember so many good suggestions being offered at any previous convention. During the lunch break the ballots for Vice-President and Curator were counted by Moton Crockett and Capt. Clifton and myself, and the results were announced when the meeting resumed. After reports by the other committees the meeting was adjourned and everyone began to go over the auction sheet to see what might be added to collections.

When the auction was called to order, most of the non-collecting wives left so they would not have to stand the pain of watching husbands take money from the household budget to spend on much-needed tokens for their collections. The auction was called in the best tobacco auctioneer style of Andrew Morgan, and most of the tokens brought high prices. The most desirable item, however, did not get the minimum bid. This was Gordon Yowell's horsecar token collection which is the second most complete after Norman Sherman's (which is complete). It is a beautiful set, mounted in a custom plastic holder.

That evening we met in the banquet room for a much better than average banquet meal. The recipient of The Fare Box Literary Award for this year was announced to be Duane Feisel for his article on Modern Turnpike Tokens, and was he ever surprised! Our guests from the Age of Steam Railway Museum brought some gifts and these were passed out after a drawing which drew a lot of laughter because the names did not get mixed up very well and two tables won most of the prizes. We adjourned back to the meeting room where the slide program was shown. It proved to be a disappointment however, as it was just pictures of the stock which they have at their museum and there was not much "of mutual interest" as had been promised. However, most of us stayed to see the excellent slides of Nebraska transportation tokens shown by Roger Bolz, accompanied by his polished narrative. Roger is an expert on the tokens of his state and his program was both interesting and informative.

Many of us then went to our rooms to watch the Dallas Cowboys-Los Angeles Rams football game which did not come on until 10 pm. Next morning we boarded our chartered bus outside the hotel after the usual last minute scurrying around to round up late breakfasters, and headed for Waxahachie. We arrived about the time the team of mules and driver for the horsecar did, and the hitching up process was well photographed. The old mule car has been restored at considerable expense to the owner, Mr. Eubanks, who found it being used as a chicken house in Waxahachie. It now has rubber tires which makes it a little higher than it was originally. Even on Sunday morning in a small town there is heavy traffic so we traversed a quiet residential section of town. It took two trips to accommodate us all and then one more to a local drug store where many members bought postcards showing the old horsecar in use in 1906.

But the Texas heat was getting to even the natives, and Mr. Eubanks' air-conditioned florist shop was a welcome refuge from the sun. He graciously showed us his collection of memorabilia concerning both of Waxahachie's mule car lines. He did not have any of the tokens but some of the members did pick up a specimen of the scarce Waxahachie Jaycees parking token from him. Our bus driver was a sport, and after we reboarded the bus he was prodded by Maurice Murdock into driving over the old horse car route into the park outside town where we ran through chuck holes and scraped overhanging tree limbs which the old horsecar surely had not endured.

When we returned to Dallas many of the members checked out and headed home, but for those who stayed on there was a watermelon party in the park. We loaded into members' cars and met Mrs. Clymer, James, and Paula, who had gone for the watermelons. They brought an orange-meated melon to the utter disbelief of the West Coast members. Duane Feisel consented to carve it and maintained to the last that there was no such thing. The look of surprise on his face and the face of Mrs. Cutler was worth a hundred words! There was more watermelon than we could eat and the surplus was given to a youth group frolicking next to us.

We returned to the hotel and as the last of us were packing, a coin dealer showed up with a supply of tokens and medals. I saw Harry Strough, the Murdocks, the Medleys, Mary Allen, Duane Feisel, and Roger Bolz, pick up items from him, and I got a Russian subway token from him.

The convention finally broke up on this high note. The only regret I have is that I lost some scarce tokens: Ga 630 A; Tenn 430 G; Tex 340 P, along with some trade and military tokens. Other than this, it was a most enjoyable meeting and I certainly plan to make as many future conventions as possible. If you have never attended one, you just cannot imagine how much fun they are.

= MORE NEW BRITISH FARE TOKENS FOR SENIOR CITIZENS =
By Donald Capper

Following the success of the SELNEC P.T.E. system of concessionary fare tokens for senior citizens (see page 23, March 1970 Fare Box), many small towns have become interested in this method of covering subsidized fares for senior citizens. Most of the towns and larger urban districts in the United Kingdom have to rely on the bus services of other operators, and when the subject of any fare concessions is approached, complications soon arise when it arrives at the accounting stage. However, it appears that a token system can eliminate all the present-day problems, and two new tokens have now appeared during the past few months.

On April 16, 1970, the first British decimal currency fare token appeared, issued by BUXTON CORPORATION: BUXTON CORPORATION (ARMS)
Cb 25 Sd 2½p (light blue)

This is valid for use on all services in the Buxton Corporation Area for the present 6d. fare.

The 2nd new issue appeared July 1, 1970, this time by a large Urban District Council covering a region near Huddersfield, Yorkshire:

C.V.U.D.C. PENSIONERS TRAVEL TOKEN
Cg 23 Sd (same as obverse)(light green)

This is valid for use on all services of Huddersfield Corporation Transport and other services in Colne Valley U.D.C. Area, for the present 3d. fare.

= THE ORCHARD BEACH TURNSTILE TOKENS: NY 628 C =

By Richard K. Atkins

I had the occasion, last summer, to go into New York City on business. So I drove from Clinton to Stamford, which has better and more frequent trains than New Haven, took an early train into New York, and as I arrived rather early and stores weren't open yet I decided to see what I could find out about the Orchard Beach Turnstile tokens.

I took the Lexington Avenue subway up to the terminal at Pelham Bay Park in the Bronx, walked across the ramp to the bus platform, and waited for an Orchard Beach bus. After two or three other buses, an Orchard Beach finally rolled up, and the driver parked for a while. As it was early and not a very good day, passengers were few.

Strolling up to the driver, I engaged in the following conversation with him:

Atkins: "Driver, can you tell me anything about the MAB Turnstile token--how they are used, the rate of fare, and so forth?"

Driver: "We only use them on holidays, when we have big crowds, or on similar occasions when it's too much for the bus operator to handle all the fares. The accounting office brings them up in sacks when they think we need them, and takes them away and stores them after the need is over. Why do you want to know?"

Atkins: "I'm a token collector, and I'd like to purchase a few for my collection."

Driver: "Why, you can buy those tokens at any subway station in New York City. The Transit Authority has made those tokens useable on any transit facility in NYC: bus, subway, or other, as the fare is a universal 30¢ everywhere now."

Atkins: "What about the little white metal tokens with MAB TURNSTILE on them?"

Driver: "We discontinued them last year. The office called them all back, and we hear they are to be sold for scrap. I haven't seen one in ages. But if you want to ride up with me to Orchard Beach (a 20-minute ride) I'll check with the supervisor in the turnstile office to see if he has any around."

After duly proceeding to Orchard Beach, we pulled up behind another bus getting ready to leave. Standing in the doorway were the operator in uniform, a man in a sleeveless white shirt (apparently the supervisor), and a stout woman of Irish extraction in a sort of cover-all outfit with a broom, mop and dust pan--at first look a bus cleaner. My operator called over to the white-shirted man and asked him if he had any of last year's MAB tokens around his place, as the fellow with him (me) collected them and would like a few for his collection. The super called back, and said: "Now I've heard everything. Collects tokens, eh? No I haven't seen one in ages--you know the front office called them in, and I hear that the whole lot was sent down to Schiavone's for melting down. You won't see them anymore." (He was referring to Schiavone-Bonomo Company in New Jersey, a scrap metal dealer who melted down most of NY 630 U.)

The cleaning woman was listening to all this, and then spoke up and said, "I just might have a couple of them things in me purse. Let me go and see." Returning with a large purse from the office, she up-ended it and after a deluge of miscellaneous articles she finally extracted three nice clean tokens! I asked her what she wanted for them and she insisted that they weren't worth anything any more, but she finally let me give her a dollar bill for them. She seemed happy and pleased, and I certainly was. All the operating men insisted that those were the first of these tokens that they had seen in over a year.

So in the light of this adventure of mine, it would seem that NY 628 C is already obsolete, and that in the course of time it is likely to become a very scarce token. It's one of those recent issues that nobody paid much attention to, which the New Issues Service was unable to handle, and which it is now too late to obtain for very many collectors.

A.V.A. member Steve Album reports that he missed his flight at Frankfurt, Germany, by 25 minutes. Just as well, because the plane he missed was one of those hijacked by the Arabs.

= THE BRISBANE BRIDGE TOLL TOKEN =

By Les Hawthorne

The City of Brisbane in the State of Queensland, Australia, is situated on the Brisbane River about 16 miles inland from the coast (Moreton Bay). Due to the winding course of the river through the city and its suburbs on both sides of the river a number of bridges have been built across the river, over the years. The first, a steel structure, was started in 1864 and completed in 1874. During 1893 a severe flood washed away the northern end of this bridge. A temporary wooden structure was built to bridge this gap, and remained in use for about 19 months. A toll was charged to cross the bridge to help pay the cost of the damaged bridge and the temporary structure.

Tokens were issued for this toll, made of thin zinc, crudely cut, and which appear to have been hand-stamped with a die. The token I have is believed to be unique as far as is known at present. The description of the token follows:

BRISBANE BRIDGE ONE PENNY

Z Oc Sd (blank) (obverse lettering incuse within a circle) [27mm]

The Brisbane Bridge was never repaired, and eventually pulled down, another bridge being built in its place beforehand. This next bridge, also a steel structure, was opened in 1897 and was called the Victoria Bridge. This bridge was in use until 1969 and completely toll-free, and it is now in the process of being removed. I have memories as a child of crossing this bridge many times during 1913 and 1914 on the old Brisbane electric trams to where I lived in the suburbs of Woolloongabba. The present bridge, a prestressed concrete structure, was commenced in November, 1966, and opened to traffic in late 1969. This bridge is also toll-free. A similar structure is now being built about a mile downstream from this last-mentioned bridge.

Other bridges across the Brisbane River are the Kangaroo Point Bridge to the city, the Storey Bridge, which is built high over the river to allow ocean-going liners to pass under it on the way to the dock at the city's edge, and the Grey Street Bridge to the city. The Sir William Jolly Bridge, two railway bridges, and one traffic bridge at Indooroopilly, some 9 miles upstream, and another at Jindalee, another 3 miles upstream, complete the picture. These are all toll-free, although the Indooroopilly Bridge had a toll for about 35 years (no tokens were used, only tickets which no longer exist).

On the outskirts of Brisbane there is a viaduct made of concrete and wood, two and a third miles long from Sandgate to Clontarf across a portion of Moreton Bay. This is the Hornibrook Highway, and a toll of 10¢ is charged, a paper ticket being used. Also farther north, out along the coast of Moreton Bay, a toll bridge crosses Bribie Passage to Bribie Island. This bridge is made of reinforced concrete and charges a toll, using paper tickets. The toll was 10 shillings (about \$1.00) a few years ago but now has dropped to 60¢, so eventually the cost of the bridge will be paid off.

The last of the vehicular ferries crossing the Brisbane River is the Queensport Vehicular Ferry Service near the mouth of the river at Pinkemba. The fare is paid in cash, as it was on all other ferries, passenger or otherwise, except for a weekly cardboard ticket. This ticket is good only for a five-workday week (cost \$2.50) and is so marked out in divisions at each end. These divisions being M/T/W/T/F are punched out each day when going over and coming back. These tickets are mostly handed in by the workers using them, to their employers, for reimbursement when punched out completely.

There are several small launch-type ferries still operating across the river at different points from the city to the suburbs where the trams used to terminate.

Trams have been out of service in Brisbane for about two years now, and buses have taken their place.

The small ferries charge cash fare. It used to be 3d each way several years ago, but now due to the rise in the cost of living and the changeover to the decimal system, the fare is 10¢ each way.

= THE STOCKTON, CALIF., MERCHANTS TOKENS =
By Harold V. Ford

The story began when Harry Sailor of Minnesota reported a 23mm brass token to Ralph Freiberg, inscribed ONE FREE BUS RIDE DOWNTOWN STOCKTON on one side, and COMPLIMENTS OF BROWN-MAHIN on the other side. This was in the spring of 1969, and we weren't even sure which Stockton it was from. But just about that time John Coffee was paying his annual visit to the Bay Area, and he simply got on the telephone and called information in Stockton, Calif., asking for the number of "Brown-Mahin." Sure enough, Brown-Mahin was a store in Stockton.

The next day, four of us--Coffee, Freiberg, Feisel, and Ford--drove out to Stockton to check it out. Brown-Mahin turned out to be one of the largest department stores in downtown Stockton. Duane and John went in, asked around, and learned that the token was no longer in use, but that the store still had a sack of them up in the accounting office. They were happy to sell a quantity to us for distribution thru Nicolosi's New Issues Service. Well and good.

We then visited the bus company--Stockton City Lines--where we learned that the Brown-Mahin token was used from November 28, 1967, until March 24, 1969, being given to store customers as an inducement to shop there. Nobody at the bus company said a thing about any other stores using other tokens, unfortunately. So we left Stockton thinking we had taken care of the Stockton problem. As it turned out, we hadn't.

The plot thickened when AVA member Paul Sauvé of Sonoma, Calif., who is a personal friend of the manager of Stockton City Lines, learned that several other downtown Stockton merchants had also used special free tokens. So in November, 1969, Paul Sauvé and Ralph Freiberg visited Stockton, and discovered eleven more varieties of these tokens! They were successful in obtaining examples of most of them for their collections, and told John Nicolosi to get busy and see if he could get quantities of them for the New Issues Service. Nick was successful in getting supplies of most of them simply by writing. The closest call was the token used by Fran's Fashions (Cal 895 M). The building occupied by that store had since been leveled; the business no longer existed. But on a hunch Nick mailed a letter to the store anyway, hoping it would be forwarded. Sure enough, the letter was forwarded down to Los Angeles, and the firm down there which had owned Fran's Fashions in Stockton did, indeed, have a supply of the tokens which Nick was able to get for the N.I.S.

But three of the tokens have never become available to us. Nick got 9 of the 12, but he could never get those issued by Californian, Peck's, or Bert Edises. These three remain rare, and only a couple of each are known to exist today. Ralph Freiberg and I visited Stockton again in January, 1970, looking for those three. Peck's refused to talk to us. Bert Edises, a jewelry store, said the owner was on vacation and they didn't know if the tokens were still on hand or what. Californian, a men's store, had moved from downtown to the north side and was closed for inventory. However, we did learn that yet another token had been used--a 13th variety--a general issue for the "Greater Downtown Stockton Association." This one, happily, was still available in quantity for the New Issues Service. But we learned of it too late to get it listed in the 1970 Catalogue. As it was, John Coffee had to do the Stockton page over to include the 12 merchants tokens which we had previously known about.

Again in May, 1970, I visited Stockton, only to learn that Bert Edises and the Californian had thrown their tokens away, apparently never having used them at all, not having liked the merchants' bus token plan.

Again in July, 1970, Ralph Freiberg and I, now accompanied by John Coffee, went to Stockton again, hoping to crack open the last three rarities. And again we did not succeed, although the bus line hinted that some of them might be in sacks of the tokens which were vaguely referred to as being in a safe somewhere.

So as of now, ten of the thirteen Stockton merchant tokens have been distributed through the Nicolosi New Issues Service at nominal cost to collectors. But three of them are still impossible to get. But before you pay a fortune for any of these three, remember that there may be several, or even dozens, of them lying around up there in Stockton somewhere.

The real hero of the story, though, is Harry Sailor. Two thousand miles away he found the first one, reported it promptly, and enabled collectors to add ten nice tokens to their collections. Another few months and we might never have got any of 'em.

= SEPTEMBER SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =

By Kenneth E. Smith

DENMARK

Aalborg 5 (Reported by F.J. Bingen)

AALBORG OMNIBUS SELSKAB (ARMS)(with maker's name MEKA)

K B 19 Sd Ligeud Busmaerke 1956 (spade) \$0.20
(The original die of 5 I disappeared, so a new die was made with the manufacturer's name added. 100,000 of these tokens were made.)

AALBORG OMNIBUS SELSKAB (ARMS)

L B 19 Sd (Cimbrer Bull) .25
M B 19 Sd (Girl with goose) .25
N B 19 Sd (Budolfi Church) .25
O B 19 Sd Hasseris Byvåben (Coat of Arms) .25
P B 19 Sd Nørresundby Byvåben (Coat of arms) .25
Q B 19 Sd Sundby-Hvorup Byvåben (Coat of arms) .25
(10,000 each of 5 L thru 5 Q were made)

AALBORG . OMNIBUS . SELSKAB (ARMS)

R B 18½ Sd E 3 Tunnel 1969 (scene) .25

AALBORG OMNIBUS SELSKAB (ARMS)

Y Ao WM 19 Sd (like L) 1.00
Y Bo WM 19 Sd (like M) 1.00
Y Co WM 19 Sd (like N) 1.00
Y Do WM 19 Sd (like O) 1.00
Y Eo WM 19 Sd (like P) 1.00
Y Fo WM 19 Sd (like Q) 1.00
Y Go B 19 Sd (like L but gold-plated) 1.00
Y Ho B 19 Sd " M " 1.00
Y Io B 19 Sd " N " 1.00
Y Jo B 19 Sd " O " 1.00
Y Ko B 19 Sd " P " 1.00
Y Lo B 19 Sd " Q " 1.00

(100 each of 5 YA thru YL were made as souvenirs with a loop for use on bracelets. These were not used for fare.)

AALBORG . OMNIBUS . SELSKAB (ARMS)

Z Bo B 18 Sd E3 Tunnel 1969 (scene) pattern
(5 ZB was ordered, but when delivered it was discovered that the diameter of the token was too small to register in the turnstiles. So these tokens were not used, but replaced by 5 R, a new striking on slightly larger planchets.)

Hillerød 340 (Reported by Bingen)

PENSIONISTKØRSEL (CITY ARMS)

A B 20 Sd (blank)(obverse inscription is incuse) ..25

GERMANY

Bernburg 105 (Reported by N. Shafer)

BERNBURGER STRASSENBAHN KINDER-MARKE

B o B 22 Sd (same as obverse) 1.00

Garmisch 338 (Reported by Bingen)

BELSTLER-BETRIEBE GA. -PA. 1 TALFAHRT

B o A 26 Sd Braseck-Seilbahn Ga.-Pa. 1.00

Mülheim 670 (Reported by Bingen)

MÜLHEIM NACH COELN (BOAT)

B o Z 35 Sd (blank)(obverse inscription is incuse) 3.00

= SECOND AUCTION OF TOKENS FROM THE ESTATE OF HARRY C. BARTLEY =

This auction is in 3 sections. When sending in bids, please indicate which section your bids are in, and keep bids separate for each section. Auction closes October 28. Send all bids to:

RAY BYRNE - 701 NORTH NEGLEY AVENUE - PITTSBURGH, PA 15206

Section One. U.S. Transportation Tokens. Groupings by state and number of tokens indicated. No returns. Some very nice surprises in these groups. Please note that these are ALL DIFFERENT tokens. A total of 2,720 U.S. TT's.

Ala 23; Ariz 15, Ark 31; Calif 183; Colo 48; Conn 66; Dela 13, Fla 90; Ga 70; Ida 12; Ill 186; Ind 105; Iowa 99; Kans 62; Ky 73; La 23; Me 6; Md 21; Mass 62; Mich 101; Minn 68; Miss 24; Mo 77; Mont 13; Nebr 51; NH 20; NJ 30; NM 8; NY 186, NC 80; ND 16; Ohio 146; Okla 53; Ore 26; Pa 120; RI 11; SC 28, SD 12, Tenn 59; Tex 104; Utah 12, Vt 7, Va 62; Wash 96; DC 18, WVa 25; Wis 71; Wyo 8. Pa 997 A to Q (except D)(16 pieces as a lot). BID BY STATE AND NUMBER OF TOKENS INDICATED.

Section Two. Canadian Transportation Tokens. Bid by the token, indicating Cat. No.

British Columbia 140 A B C D E; 300 A; 450 A B C D E; 625 B; 650 A; 800 A B C.
Manitoba 200 A B
Nova Scotia 100 A B C D E F G H I J K L M, 350 A B C D, 850 C D E F G.
Ontario 125 A, 200 A, 400 C, 400 C (var.), 555 A B, 565 A, 675 F G H I, 885 A, 900 A B C D E.
Quebec 60 A, 100 A B, 120 A B, 150 A B C D, 190 A B, 200 A B, 345 C G H I K L M N O P Q, 360 A B C D E F G, 460 A B, 620 R T X(2 pcs) Z AC (1 each with dots, no dots, dots obv. only, dots rev. only), 750 A, 780 A C, 800 A B C D E F G H, 870 A B C D E, 925 A B, 950 A B C, 970 A.
Saskatchewan 700 A.
New Brunswick 750 A.
PARKING TOKENS 3999 B (2); Park System (Designa) 2 types; Duncan's Golden Circle (IMPC), Toronto 1968 Validated Parking (rev. blank), Montreal 3620 A B (bronze & brass specimens), Quebec 3850 A; Nova Scotia 3850 A; Toronto Can. Nat Expos, 1962 adult admission.

Section Three. Parking Tokens of the United States. Bid by the token, indicating catalogue numbers.

Ariz 3640 C; Ark 3405 A; Calif 3005 A, 3090 A, 3140 A, 3005 B, 3350 A, 3450 A J L W, 3540 A, 3560 A, 3575 A, 3705 A B, 3835 A B, 3910 A B, 3975 A B; Colo 3440 A, 3760 A B; Conn 3250 B, 3385 A; Dela 3900 A; Fla 3470 A; 3630 A, 3985 A; Illinois 3075 A, 3150 B Cb F L M N Q R Z AA AI AN AX AZ BN, 3185 B, 3250 E G H, 3270 Cb, 3385 Aa B, 3405 A, 3550 A, 3555 A, 3615 A, 3640 A B C(2), 3663 A, 3920 Ab; Ind 3180 B, 3350 A; Iowa 3300 D; Kans 3450 A, 3490 C; Ky 3480 Ab Ba; La 3080 Aa C, 3490 A, 3740 C; Me 3950 A; Md 3620 A; Mass 3115 A B, 3275 A, 3505 A, 3925 A; Mich 3370 F, 3465 A, 3530 C, 3540 A, 3650 A, 3660 E, 3885 A(2), 3920 A, 3930 Ba, 3935 A; Mo 3400 A B(2), 3430 B(2), 3450 A, 3580 Aa, 3910 E F G; Mont 3640 C; NH 3820 A B; NJ 3445 Aa Ab, 3530 Ab(2), 3620 A; Ohio 3170 A, 3175 O, 3690 B, 3830 A; Okla 3330 C, 3650 A(2), Penna 3120 C, 3147 A, 3437 Aa, 3540 A, 3895 A, 3765 D; Tenn 3140 A, 3375 A B; Texas 3275 A B; Va 3660 Eb; Wash 3040 A, 3600 A, 3780 A B C D G; Wis 3070 A, 3510 K.
Also Conn 3175 B (forgot to put it in right order).

Remember: Auction closes October 28, 1970. Send all bids to Ray Byrne - 701 North Negley Avenue - Pittsburgh, PA 15206.

FOR SALE: Fla 380 D, \$1.00; Iowa 730 A, \$1.00; Kans 40 C, \$1.50, 480 C, \$1.25; Maine 480 A, \$15; NY 505 A, \$1, 780 C \$12.50; Ohio 175 W \$4.50; 175 AA \$1, 860 B \$10; Pa 870 A \$1; SD 260 B \$3; Tenn 430 A \$6.

David E. Schenkman - P.O. Box 16122 - Sultland, MD 20023

FOR TRADE: III 3150 AO tyc d 3150 AT for tokens wanted for my collecting Ind 3440 A III AA Ty E NC 3110 A Ty a Tex as 3565 Aty c Texas 3985 Ty b. Will trade for best offer for Unid 3009 Ty c. I like to buy Gernberg Nurnberg 740 E clouds in sky or trade TT or PT for it.

Robert Knoblock - 876 Payne Ave. - St. Paul, MN 55101

SPECIAL OFFERS for trade and sell listed in first issue of Sam-O-Grams. Send for your copy (some postage appreciated). Note new address:

Sam Ruggeri - P.O. Box 561 - No. Bellmore, NY 11710

FOR SALE OR TRADE: WVa 640 A 40¢; Ore 160 D E 50¢ each; Minn 730 B \$3, C \$4, D \$2, or \$8.50 for the three. Calif 760 I 35¢; Minn 790 A trade only. Also for trade Postal Guides for years 1881 82 83 84 85 88, if interested will send my want-list for TT and PT, and also my trade list.

Gordon Wold - Route 1, Box 140 - Princeton, MN 55371

FOR SALE: Cal 575 R 40¢, 895 N 25¢; La 670 H 25¢; Pa 263 A 25¢; N. Scotia 100 N 25¢; Ohio 35 D 50¢; Mich 560 P 50¢; NY 630 AS 40¢; Mfg sample group 101 A B C D E F G \$5; 101 A B D E F 25¢ each; Pa 445 D E (as is) 35¢ set + SAE. Best cash or trade offer Alas 50 C, 190 A, Ariz 1000 A D G.

John G. Nicolosi - 3002 Galindo St. - Oakland, CA 94601

Breaking up my TT collection. Will send lists as they are available to all who write. Collection is slightly over 2,000 pieces. Most TTs in 15¢-50¢ range in cat. No want-lists please. = Don Wilson - Box 273 - Montreal 379, Quebec

WILL BUY OR TRADE for trade tokens from Michigan, unusual denominations, or unusual Good For's, from any state. Also have transp., Good For's, Elks Lodge trade tokens, saloon tokens, and trade tokens from most western states to trade.

Marie A. Johnson - 12438 Hogan Road - Clinton, MI 49236

FOR SALE: any token listed for \$1.00 - Conn 290 G J, 305 E; Fla 380 D, 610 A C E, 960 C; Haw 540 D; Pa 110 A; DC 500 AA AE. Please send 6¢ stamp to return money if token is gone. = Morton H. Dawson - 182 Whiting Lane - West Hartford, CT 06119

FOR SALE OR TRADE: WVa 640 A. Will sell for \$1 + SAE or will trade for a piece of coal, lumber, Masonic, bi-metal or hotel token I need for my collection. 10 trades available. = Don Edkins - 120 Stanley Drive - Williamsburg, VA 23185

WANTED TO BUY: Back issues of THE FARE BOX. Needed are all issues before 1954 plus April thru November of 1956 and January thru December of 1957. If you can help at all will sure appreciate it!

Gerald Johnson - 1921 Chase Street - Wisconsin Rapids, WI 54494

WILL TRADE Israel and Rome telephone tokens, also tokens used on the Haifa subway-incline, and Del 300 G for TTs or PTs I need. Will sell 50 diff. PTs for \$9.00. Send your trade list and I'll forward mine.

Joe Pernicano - 58 Sonia Lane - Broomall, PA 19008

FOR AUCTION OR CANADIAN TT, PT, or TICKETS: circulated Minneapolis horsecar 998 F and also Chambly Bus, Quebec 998 I.

Barry Uman - 4972 Kent Avenue - Montreal 252, Quebec

FOR SALE: new token, GOOD FOR FREE PARKING ON THE MOON. Price 50¢ each + 6¢ postage.

John R. Smith - 323 Park Avenue West - Mansfield, OH 44906

FOR TRADE: Have 2 Pa 725 H to trade for best offer in saloon tokens with the word SALOON and town/state from any state. Might consider cash offer. Deadline Octo 20. Forrest Dunham - 201 No. 107th - Seattle, WA 98133

FOR SALE: Ore 700 G 25¢, 700 I 50¢; Pa 25 A 75¢, 25 D 75¢, 320 A \$5.95, 340 E \$1.50, 495 J \$2.25, 495 M 50¢, 495 P 50¢, 765 Z 25¢, 765 AB 25¢, 930 A \$1.25. Send SAE for trade list.

Pedro Chiclana Rosario - 220 St. J.A. 18 Country Club - Rio Piedras, PR 00924

HAVE SEVERAL of the Queen of Martyrs school tokens (Ohio 230 Y Z AA) for trades -- 7 of Y, 11 of Z, and 4 of AA. Have also an accumulation of commemorative plate # blocks, 1959-1970, approx. \$125 face, for best cash offer face or over.

Dave Jordan - P.O. Box 92 - Flourtown, PA 19031

WANTED: Alaska merchant tokens; buy or trade. Have many types of tokens to trade.

Charles Littlefield - 3547 Utah Street - St. Louis, MO 63118

MAIL BID: Cal 575 Ab; Ohio 230 M; Pa 725 E, 745 B; England 475 A.

Bernie Weisburgh - Forest Park, Town House #23 - South Burlington, VT 05401

FOR SALE: Kans 940 N at \$1.25 + SAE. Wanted to buy: Kans 30 A C, 40 A B C E F, 450 H 550 A, 800 A, 880 A, 970 B D.

Lee Schumacher - 10609 Eastern - Kansas City, MO 64134

WANTED: Vermont, N.H., Maine, and Colo. transp. tokens. Colo. trade tokens. Also souvenir spoons and stereoscope views from above states. Please describe & price.

H.L. Nott - 139-B Waverly Way - Minot AFB, ND 58701

1969 A.V.A. tour convention token (Pa 750 AU) \$2.00 each while supply lasts. Stamp appreciated. = Dave Jordan - P.O. Box 92 - Flourtown, PA 19031

Tex 3340 Ca or 3340 G, cat. 25¢ each, will trade for any other PT of equal value, U.S. only. = H.D. Conner - 1604 Blue Bonnet Drive - Fort Worth, TX 76111

WANTED: Montana trade tokens. Have many types of tokens to trade: example, SD 680 A B. Members interested in personalized stationery displaying a couple of your favorite items in the letterhead write for free samples. 4 styles 8½x11 bond.

G.F. Gould - P.O. Box 1432 - Everett, WA 98201

AUCTION: Nev 100 B; Wash 780 K L; Haw 330 B. SPECIAL (prices good till Nov. 30): 100 diff. TT's \$9.95; 200 different \$19.95; 300 different \$39.95.

Ken Hayes - 2589 Darwin St. - Hayward, CA 94545

UVC EXONUMIST BOURSE OCTOBER 4, 10 to 6 at Holiday Inn, Touhy Ave., Skokie, Illinois. Grant Schmalgemeier and Joel Reznick.

For Sale (limited supply) Oakland, Calif. 575 Q and Ore 700 I at 50¢ each + SAE.

Downtown Olympia parking token at 15¢ + SAE please.

Howard L. Spear - 1924 Olympia Ave. - Olympia, WA 98501

FOR SALE: 15 all different transp. tokens for \$3.00. One free Mt. Hope bridge token will be sent with all orders.

Wilbur P. Kane - 927½ Brock Ave. - New Bedford, MA 02744

TRADE: Kans 40 A; Minn 230 B (rough), Minn 290 A; Mo 350 A, 700 A; Ohio 240 A; Pa 526 GB; Wis 20 B, 420 A, 980 B; Ill 195 B, 580 A, 795 C; Cal 760 A B; Neb 540 A L...for Iowa TT's. = Douglas Redies - 1714 13th Ave. S.W. - Cedar Rapids, IA 52404

TEXAS 531 D - excellent condition - will trade for any Latin American token I need (I need plenty). Virgin Islands trade token (listed) G. LEVITI, SAN THOMAS 1c sold for best cash offer. My duplicate unc. foreign banknotes to trade for yours.

Donald Mazeau - P.O. Box 31 - Clinton, CT 06413

WANTED TO BUY a large collection of US transportation tokens that contains a number of tokens that I need for my own collection. My supply of duplicates is quite low and I miss the action! Replies held in confidence.

Duane H. Feisel - P.O. Box 11661 - Palo Alto, CA 94306

1970 DALLAS CONVENTION TOUR TOKEN \$2.00. Convention package \$2.60. Pa 265 A in BU condition for sale at \$1.00 or trade.

H.C. Reidling - 11516 Flamingo Ln. - Dallas, TX 75218

CELLULOID TRAMWAYS tokens from England, Northern Ireland, Scotland, Wales, 40 all diff. obsolete tokens (Tramway title) \$6.00 post free ship mail.

Donald Capper - 14 Acresfield Ave., Audenshaw - Manchester M34 5SY, England

WANTED: Pa 750 B F M N. Will trade Me 480 B for any of these. Will trade Fla 850 A or NY 780 C for Pa 750 O. Write for my trade list.

Ed Dence - 8627 Crispin Drive - Philadelphia, PA 19136

FOR SALE: Las Vegas NM 430 A at \$7.50. Newton, Kans 690 B at \$10. + SAE. Or will trade for merchant trade tokens I can use of Oklahoma, Kansas, Colorado, Neb., Texas.

J.L. Hargett - P.O. Box 757 - Okmulgee, OK 74447

Parking tokens KY 3580 A and MD 3520 A plus others are on my new trading list. I would like to trade for parking tokens I need and I need many of the recent issues not supplied by the PT new issues service. Send for list today. Also my attractive new brass personal token from Flushing for yours. SAE please.

John A. Backora - P.O. Box 53 - Flushing, OH 43977

FOR SALE ONLY (no trades): Ohio 440 A, \$3. 440 C, \$1. 440 D, \$9. 440 E, \$2. (like new). Ohio 35 B, \$20 each (3 only), like new. One nice circulated for \$15. Ohio 830 C 20¢, D 10¢, E 10¢, F 10¢, with lustre, except C and E. Will sell D and F in bulk--add postage for all 830 tokens.

Clara M. Migley - 210 S. Maple St. - Lancaster, OH 43130

FOR TRADE: Cal 575 Ab; Ia 150 B; Maryland Inst. store card Miller #174; Masonic pennies, Corinthian Ch. #14, Des Moines, Ia., Austin Ch. #14, Minn. and Virginia City Ch. #1, Montana, for Nevadiana I need. Want merchant tokens, store cards, Masonic pennies, mirror cards, transp. tokens, etc. of Nevada. Will buy or trade.

Harold V. Dunn, Jr. - P.O. Box 114 - Carson City, NV 89701

THE SOCIETY OF RATION TOKEN COLLECTORS is going strong; anyone who collects ration currency & tokens should belong. Write for application to Mrs. Viola Thomas - 5751 63rd St. - Sacramento, CA 95824. Still need Xmas seal - TB related transit passes from all cities. Have over 1900 St. Louis transit passes to trade or sell. 90% plus in new condition. Mo 870 A (2) to trade for needed Mo. TT's.

Jerry Bates - Box 546 F - St. Charles, MO 63301

ONE COMPLETE SET OF OHIO 440 tokens, 8 pcs. Make offer in cash or other Ohio tokens.

E.G. Stultz - 530 N. Union - Galion, OH 44833

FOR SALE: WVa 640 A, Princeton Power Co. St. Railway at \$1.00.

Robert E. Paige - 2028 Edgmont Ave. - Chester, PA 19013

WANTED TO BUY - a medal struck for General Joseph Warren, hero of Revolutionary Battle of Bunker Hill.

Virginia King - R #6, Rd 650 W - Columbia City, IN 46725

WANTED: Your list of TT's for trade or for sale. Have 2 sets of Kans 980 A thru E for sale or for tokens I need.

Bill Garrison - 9505 Normandy Ave. - Morton Grove, IL 60053

UNITED KINGDOM TT's from many towns available, 100 all diff. \$10, 50 all diff. \$5.

Now only 5 months before we go decimal, then all old pence tokens are obsolete.

Send cash or I.M.O. Post free ship mail.

Donald Capper - 14 Acresfield Ave., Audenshaw - Manchester M34 5SY, England

TEXAS 1000 B thru I (8 tokens) the set for sale for \$1.00 cash postpaid. The supply is dwindling and when these are gone that will be the end of them. Please also send a self-addressed long envelope (no stamp necessary). I also collect REAL ESTATE TOKENS and will buy or trade for them.

John M. Coffee, Jr. - P.O. Box 1204 - Boston, MA 02104

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American Vecturist Assn. - P.O. Box 1204 - Boston, MA 02104

= ALL AUCTIONS IN THE AUGUST & SEPTEMBER ISSUES CLOSE OCTOBER 25 =

Catalogue Numbers in Fare Box advertisements are from the 1970 edition of Atwood's Catalogue, or from the Feisel Parking Token Catalogue, or Smith Foreign Catalogue. The abbreviation "+SAE" means "plus stamped self-addressed envelope."

Advertisements in THE FARE BOX are free to members of the A.V.A. Simply write out your ad, with name & address, on a separate sheet (or a postcard if possible) and send it to the Editor. You may put in a free ad in every issue if you desire, up to 6 lines per insertion. The ad must be different each time, and it must be sent in each month--don't send in several at one time because we don't have the facilities to keep track of them. Auctions may not include tokens listed under 25¢ in Atwood, Smith, or Feisel, and may not include tokens which are now in use regardless of value. But you may offer 15¢ and 20¢ tokens for direct sale, or for trade. Persons sending auctions are expected to submit a list of prices realized to the Editor afterwards.

THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

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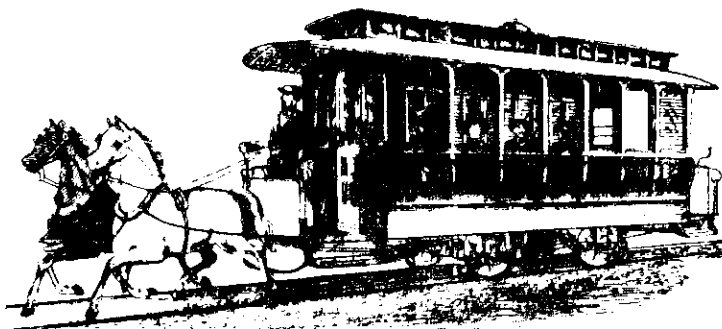
Parking Tokens

DUANE H. REISEL

P. O. Box 11661

Palo Alto, California

94306



Volume 24, Number 10

OCTOBER, 1970

Our 280th Issue

Sunday, November 1, at 10 pm. As mentioned previously, the deadline for issues of THE FARE BOX will be the 20th of each month from now on. We hope to publish between the 20th and the 30th of the month. As usual we earnestly solicit material for publication from our members. It is evident, as the years go by, that a small group of members produce nearly all of our articles. What we need most of all are articles representing some research into the background of token-issuing companies, rather than general articles about the hobby which contain what our readers already mostly know.

We have obtained a new \$735.00 mimeograph machine, which prints twice as fast as the old one. The old one, purchased in 1961, served its need well, but mimeograph machines are like women: the older they get the more temperamental they get (except of course for AVA members and their wives, whose patience and wisdom increases with the years!) It had finally come to the point, after producing the August & September issues last month, that I could no longer tolerate the old machine. Covered with ink, exhausted, a nervous wreck, I indited a missive to Ralph Hinde demanding a replacement. No sooner said than done, our new machine is a beauty, and what formerly required twelve hours of anguish will now take only three hours of relative ease. Expect, as your bonus, larger and more timely issues.

One of the common courtesies we expect of each other in the AVA is a prompt reply to our letters. Of course courtesy also demands that, if you request specific information, you include a stamped self-addressed envelope (which we call "SAE" here). But certainly if you have sent tokens or cash to another member, you have the right to hear from him within a decent time. There is nothing more frustrating than to send tokens to someone for a trade previously agreed upon, or to sell them upon specific request, and then to hear nothing for weeks and months. If you are one of those members who owe tokens or cash to a fellow member, and haven't written him for a long time, please sit down right now and write him.

The Editor is planning an article for THE FARE BOX on token manufacturing and token manufacturers, a subject about which there was regrettably nothing in our Catalogue. If any reader can supply information germane to this topic, please write the Editor.

The Editor recently acquired an interesting advertising ashtray produced by Meyer & Wenthe of Chicago. Made of solid bronze, square, size 5"x5", it looks like a product of the 1920's. It includes a die-struck 25mm token, both obverse & reverse, in the design picturing an old bus and a trolley car. We know of only one other in existence. Anyone else have one?



= THE DURANGO RAILWAY & REALTY COMPANY =
By Barbara Thrall

One of Durango's unique public utilities in 1892 was a trolley transportation system. The franchise was owned by the Durango Railway & Realty Company. The company issued 2,500 shares of stock, which were sold for \$100 per share. Unfortunately the company was plagued with financial problems from its beginning to its ill-fated end.

At first the trolley cars were horse-drawn, but in 1893 the company converted to electric power. The streetcar line operated on a broad-gauge track down Main Avenue between Brookside (22nd Street) and the depot, a distance of 1½ miles. As the company expanded its officers sold pieces of property in Brookside for prices ranging from \$200 to \$400 each, with restrictions as to the minimum cost of a home. The company predicted in January, 1893, that they would raise \$40,000 through the sales of these lots.

In 1895 the Railway & Realty Company elected to enlarge its tracks to Animas City where they planned to build a park. It took the company almost ten years to lay the tracks and to build the park.

As an improvement in 1904 the company ordered two interurban trolley cars which had two trucks on each end. W.W. Davies recalled, "The interurban cars rode much better because of the double trucks; the old trolley cars had only one truck and were very uncomfortable to ride in." For years the fare from the depot in Durango to Animas City was a nominal 5¢ but in later years it was raised to 6¢.

The coming of the automobile brought about the streetcar company's downfall. More and more people bought automobiles for transportation and ignored the trolley. On occasion, loans from shareholders were made to the company to ease the ever-tightening financial noose. Finally in 1916 the company liquidated the property where the Fair Grounds is presently located, but even that did not help the financial stress.

In 1920 it was decided that the company must liquidate, and the equipment was offered for sale. A Denver junk dealer bought a couple of the big passenger cars, and the remainder of the equipment was purchased by the local smelter for flux. "I rode the last car on October 10, 1920, when I realized that the trolley had outlived its usefulness," said Davies.

Ralph Freiberg and your Editor visited Durango in July, 1969, and searched high and low for information on the Durango Railway & Realty Company. In spite of hours of research at the public library we were unable to learn the date of abandonment of streetcars. So we are delighted now to have it. Add to the note after Col 280 A on page 100 of your Atwood Catalogue: "Streetcars abandoned October 10, 1920." The article by Barbara Thrall is from the Durango-Cortez Herald for March 15, 1970.

= NEW FINDS =

People are beginning to find tokens again. Gerald Johnson reports finding two Wis 160 E, plus a 160 F, 180 C, 180 D (2 periods, an unlisted type), 360 C and 440 A, as well as a 530 C. Nice haul. Gerald is about as good as anyone at finding rare old tokens. He adds that he is "working on three unlisted depotel tokens."

Bernard Weisburgh found a NY 890 B, the second one known, and a coin dealer has recently advertised Iowa 850 I, which ended up with Dick Atkins, and Calif 760 C which ended up with your Editor. A New York coin auction firm this summer auctioned a genuine pair of Mont 320 A and B, which went for \$100 for the pair. For these two tokens, that was a steal. We hear a coin dealer purchased them and plans to hold out for \$500. Don't hold your breath! We also heard of a dealer at a coin show near Boston who had an unlisted depotel for which he demanded \$150. There were no takers and there won't be at that price.

Still, I get the impression that new discoveries are beginning to break out, as well as the largest number of new issues ever seen in so brief a period. It looks to be the most exciting year in transportation token collecting since Roland Atwood stopped roaming across the country finding rarities at every stop.

= THE FRUITLESS SEARCH FOR T.W. HART =
By Gerald Johnson

THE FARE BOX, over the years, has been graced with many success stories. Diligent searches rewarded with rare and scarce tokens or fascinating stories of their use. Perhaps the sweetest prize in our hobby is success, but success is often an elusive shadow. My search for T.W. Hart began in 1960 with acquisition of the token Wis 511 A. Having built an unusually comprehensive Civil War token collection in addition to transit tokens my several inquiries to the Historical Society of Wisconsin offered promise of information on what was considered at the time a "dual" token, both Civil War and transportation. The M.W.M. Plank Road was not difficult to locate and research but the gathering of detailed data was another matter. Notable was the absence of T.W. Hart. Historical society records and city and state directories seemed the logical answer. Over a period of ten years these records have been attacked in most every conceivable manner: searching for the man, the company, and any historical mention of either. As visit after visit (a 120-mile drive) drew upon historical record, an excellent overview of Wisconsin plankroading was developed. As of this printing, T.W. Hart has eluded all efforts to locate him in any of the principal cities of the M.W.M. Plank Road. Only the massive Milwaukee Library index with its hundreds of plank road listings remains to be pored through. This project will take more years. In the meantime let me share with you the information in hand.

The period of years between 1848 and 1855 marked the era of plank road promotion in early Wisconsin. Since public funds were inadequate to build roads as fast as the needs of the rapidly developing new state demanded, private companies began to construct them, depending upon the right to collect tolls for their returns on their investment. This was a method commonly used in new sections in early days to speed up the process of "pulling the country out of the mud."

The State of Wisconsin was a "late bloomer" largely because of the water barrier of Lake Michigan. The sparsely settled Wisconsin territory had been populated largely in the north by water immigration through Green Bay, and land immigration through the northwesterly movement in the area of the lead mines near Galena, Illinois.

North of Chicago, Ill., the Root River (Racine) and South Port (Kenosha) areas were being outstripped by the port of Milwaukee but in relation to 1848 western Ohio, the land was a wilderness! Large stands of virgin hardwoods and white pine combined with huge poplar and marsh grass swamps to make road construction difficult. Milwaukee, in particular, was ringed with heavy forests.

Political developments had pared the Wisconsin Territory from a huge unwieldy area encompassing four states into the streamlined river and lake-bounded outline of present day, and statehood was to be achieved the very year our story begins, 1848.

Commerce in Wisconsin in 1848 was largely mining, fur trading, and agriculture. As Milwaukee developed as a seaport, it also developed as the marketplace in the new state. To be a marketplace, access to outlying producers was needed. The only roads of any consequence were military roads constructed by soldiers. These were crude swaths, two rods wide, with some log "corduroy" in low places. These military roads connected the lead mining area to Madison and Milwaukee, and Green Bay and Fox Valley to all three areas. The roads were "passable" only in very dry seasons or midwinter when frozen.

As early as 1841 Milwaukee had demanded that something be done to make the roads more usable--plank roads were an obvious answer.

Plank roads had first been used in Russia in 1824 and in North America in 1836 near Toronto, Canada. Soon after a number of plank roads in New York were constructed and by 1845 the eastern United States was criss-crossed with hundreds of these little toll roads. By the time toll roads became necessary in Wisconsin, railroads were making the eastern plank roads obsolete. However, this did not seem to deter the late-blooming Wisconsinites.

Starting with the charter year of 1846, when the Milwaukee & Lisbon Plank Road became Wisconsin's first, through 1871, when the Fort Howard & Shawnow Plank Road (the last) was chartered, no less than 135 plank roads were authorized in Wisconsin. Of these about twenty percent became a reality and of these only one or two a financial success.

Financial stock in plank road companies was not a good investment. Dividends were small and irregular and the principal was seldom repaid. However, counties and municipalities contributing capital to the road found these sections of the country developed much sooner than would otherwise have been the case.

Stockholders were of two classes: first, private individuals with a direct interest in having the road such as farmers living along the way who needed it in order to get to town and merchants who wanted to attract trade of the farmers. The other stockholders were some of the localities especially benefited by the road.

Wages of men working on the roads were 70¢ per day. Sound 3" oak planks cost \$11 to \$12 per thousand board feet and logs were \$8 per thousand. Toll gatekeepers' salaries varied from \$50 to \$200 per year and embezzlements by toll gatekeepers of company money were not infrequent.

The M.W.M. Plank Road was a typical toll road constructed largely of oak planking mounted on 4" by 4" "sleepers." The "sleepers" or stringers were buried into the roadbed flush with the ground. The plank surface of the road was then securely spiked to these stringers. (On the Fox Valley plank roads the planks were not spiked down but wedged tightly together with a crow bar.) All planks were laid on a slight slope to facilitate drainage. The travel track was 16 feet wide; 8 feet of planking and another 8 feet of hard-packed dirt used as a passing lane. Ditches on either side carried away drain water. Mile post markers were at every mile and toll houses every ten miles. The toll gates themselves closely resembled our present parking gates in shape. A long counterbalanced pole with attached rope served this purpose. Cost of construction ran roughly \$1,200 to \$1,600 per mile in 1848, a considerable sum. Tolls ran roughly on this scale: 2¢ per mile for vehicle drawn by one animal; 1¢ per mile for each additional animal; 1¢ per mile for horse & rider; 1¢ per mile for every score of sheep, swine, and cattle. Bouyed by these exorbitant tolls, toll road building peaked in Wisconsin in the years 1852 to 1854. Revenues peaked in 1859 shortly after a new uniform toll law was passed in 1853. The new tolls were a bit more liberal, evidencing a feeling by the electorate that the earlier fees were making someone rich (records do not bear this out). The new tolls were: 2¢ per mile for vehicle drawn by 2 animals; 1/2¢ per mile for each additional animal; 1¢ per mile for vehicles drawn by one animal; 3/4¢ per mile for horse & rider. As well as the decreased rates, the toll roads since 1854 had been taxed 1% of gross receipts with stiff penalties for non-payment. The profit picture was difficult at best.

Under these financial circumstances, it is understandable that five Wisconsin toll road companies turned over their right-of-ways to the state by 1861. Among these were the M.W.M. roadbed between Watertown and Oconomowoc (a splinter of the main line).

The railroads, of course, were the final crushing blow. After 1853 the railroads gathered all the headlines. Plank roads are rarely mentioned but reams of copy document every minor movement of the iron horse. By 1855 the railroads had moved into southern Wisconsin and the market moved with the railway. The toll road was on the way out.

Of the successful Wisconsin plank roads, only one is known to have issued tokens, the M.W.M. Plank Road (Wis 511 A). The M.W.M. (Milwaukee, Watertown, and Madison) plank road was the second chartered in Wisconsin. The 1848 charter calls the road the Milwaukee, Lisbon, Watertown, and Madison Plank Road. The new road competing with the original 1846 Milwaukee & Lisbon Plank Road. A later acquisition absorbed the Madison Oconomowoc Plank Road adding further toll to the successful venture. (This section was abandoned in 1861.)

Records of the M.W.M. Plank Road (and all other Wisconsin plank roads) were lost forever when the Wisconsin State Capitol burned in 1904, leaving only county histories and sketchy newspaper accounts to piece together the token tale of this pioneer venture. Tokens as such are nowhere recorded, but the Milwaukee Sentinel and Gazette of September 14, 1849, makes this statement:

"The plank roads, leading out of our city towards Janesville and Watertown, are doing a land office business. In coming from Wauwatosa to Milwaukee, yesterday, we passed in 35 minutes 48 teams on the plank road. It keeps the toll gate men busy, all the while, making change and taking tickets. The roads will prove a fortune to the stockholders, and an immense benefit to our city. Push them on!"

The mention of "tickets" is interesting since many early transportation accounts refer to tokens as "tickets" and the Milwaukee Street Railway used the term on their tokens in 1865 (Wis 510 A).

Another facet of toll road usage explored was stage coaches. The stage lines used the plank roads whenever possible for obvious reasons. In advertisements in the Milwaukee Sentinel and Gazette of September 26, 1850, we find coaches ran over the M.W.M. Plank Road daily. Doubtless these commercial ventures would receive special consideration (tokens at reduced rates).

Another token possibility is exemptions. No toll was required of anyone attending religious meetings on Sunday; funerals were also exempt. Farmers going to and from their fields paid no toll. Voters on their way to the polls and persons attending military gatherings were not charged. Even under these handicaps, the M.W.M. Road was a successful road (second only to the Sheboygan-Fond du Lac Plank Road).

State treasury records show the M.W.M. Plank Road paid a 1% levy of \$52.36 in 1858 and subsequent payments in 1859, 1897, 1898, 1899, and 1901. Why no tax was recorded during other years is a mystery.

An interesting vecturist sidelight appears when the Wisconsin legislature gave authorization in 1889 for street railways to use the right-of-way of all abandoned toll roads! Evolution of transit!

Milwaukee businessman F.W. Hart may be the missing link. Civil War diesinkers were often illiterate and frequent errors occurred in the die sinking of this era. At present no evidence has been found to substantiate this line of inquiry. Who is this faceless man? Somewhere within the written record the story lies waiting for its brief moment of exposure and its basking in the warming glow of the successful hunt completed.

SOME RECTIFICATIONS TO THE MARCH LISTINGS OF
= FRENCH AND GERMAN RAILROAD CANTEN AND RESTAURANT TOKENS =
By F.J. Bingen

GLADBACH 4347. This town near the Netherlands-German border is not called Gladbach but Mönchengladbach (before the last war its name was München Gladbach). The M on these tokens stands thus for "München." The tokens in question were already reported as unidentified in the September 1967 issue of The Fare Box (page 127) and a few months later I informed our cataloguer about the correct name of the town (see also July 1968 Fare Box, page 94).

KÖLN 5464. The German language is very difficult, but every tenth word contains the combination of the three letters "sch." The D.B. on this token stands for "Deutschen Bundesbahn" and the first word on the reverse is Erfrische.

KÖLN 4464. I earnestly doubt this is a 100 mark token. The value 100 mark is normally never used in a railway restaurant. Only in the days of the German inflation could this token have been issued but then it should not have been made of brass. Tokens with the figure 100 occur, but they stand for 100 pfennig. I wonder if this token really has the word MARK on it.

NÜRNBERG 4740. This town doesn't exist. On the token certainly the city name is really spelled NÜRNBERG.

TILLE 4860. The name of this town is IS-sur-Tille, which stands for Is upon the river Tille (Newcastle-upon-Tyne; Frankfurt am Main and not to forget my living place Capelle aan den IJssel - please not IJssel - which stands for Capelle upon the river IJssel). The right listing therefore should be under the name IS-SUR-TILLE, a town situated about 20 km. to the north of Dijon. It has a big railway station, being the railway junction for the P.L.M. line from Lyon-Dijon to Nancy and the railway line from Troyes to Besançon. The Tille is a tributary river of the Saône, a confluent of the Rhône in Lyon.

Of course it is difficult to be familiar with places all over the world. Perhaps if our cataloguer were to compare notes with me in the future prior to listings, we could avoid the necessity of having to print rectifications such as these.

= A VISIT TO THE ROYAL COIN CABINET AT BRUSSELS (BELGIUM) =

By F.J. Bingen

In order to study Netherlands and Belgian prison money, I paid a visit a few weeks ago to the Royal Coin Cabinet at Brussels, and I took this opportunity to check their collections of transportation tokens. The token section of this cabinet is quite extensive, and I certainly made some nice discoveries, mostly of French tokens.

In the first place there were two unlisted tokens of the Compagnie des Bateaux à Vapeur Omnibus from Paris. The first known token of this company, a round 20 centimes, was listed by Smith in his catalogue as 660 H. Mr. Ferguson discovered the square 15 centimes (660 AA, 1967 Fare Box page 63), and Joe Kotler found the third piece, a square 25 centimes. Now the 10 and 30 centimes tokens of these Seine River boats have turned up:

| | | |
|---------|--|----------------------|
| | COMPAGNIE DES BATEAUX A VAPEUR OMNIBUS | SERVICE DE LA SEINE |
| B 21 Ch | Trajet Partiel 10 Cents. | Demi-Place |
| B Sq Sd | Grand Trajet 30 Centimes | Place Entiere (26mm) |

It seems that little by little we shall get the complete listings of the very interesting tokens of this company which existed from 1866 to 1886 (see my article in The Fare Box, 1967, page 3).

Further, there now can be listed no fewer than 5 new tokens of the successor of the Bateaux Omnibus, the Compagnie Générale des Bateaux Parisiens:

| | |
|--------------|-----------------------------------|
| | BATEAUX PARISIENS |
| B Ob Sd | (blank)(41x17mm)(rounded corners) |
| B Ov Sd | St. Cloud-Suresnes (42x20mm) |
| B Sq Slot-sc | 20c (27mm)(rounded corners) |
| B 31 Sd | 25c |
| B Sq Sd | 40c. (28mm)(rounded corners) |

Then the Brussels collection contained the following horsecar token

| | |
|---------|---|
| | ENTREPRISE GLE DES OMNIBUS (HORSECAR) |
| Z 20 Sd | Bon Pour Une Place 40c Sans Bagage (10-sided) |

For the identification of this token we have to take on hand Mr. Lagarrigues book *Cents ans de Transports en Commun dans la région Parisienne*, from which I also quoted for my article "Transport on the River Seine." Mr. Lagarrigue tells us that in 1828 was founded in Paris "L'Enterprise Générale des Omnibus." This company soon obtained several competitors and in 1836 there were 17 omnibus companies in Paris, among which were Les Béarnaises (660 A), Les Parisiennes (660 C D), and Les Batignollaises (660 G) as well as Les Joséphines. In 1855 there still were 11 companies left, which were consolidated in that year in the Compagnie Générale des Omnibus, the big company which lasted until 1920.

In all probability we now have found a token of the old Parisian Entreprise Générale des Omnibus, mentioned above and may we take it that the next token:

| | |
|---------|---------------|
| | JOSEPHINES |
| C Oc Sd | (blank)(28mm) |

is a fare token of its rival, the omnibus company Les Joséphines.

Next comes the discovery of a Le Havre token of 25 centimes (400 F) without the H stamp. Smith states that these Le Havre tokens (400 A thru F) come both with and without H counterstamped. This may be so, but the tokens without the H stamp are in my opinion very rare. This brings me back to my article in The Fare Box, 1969, page 39, wherein I asked our foreign token collectors several questions, one of which was to let me know should they have the Le Havre tokens without the H stamp. For my request I received only two answers. Neither our cataloguer nor any of the owners of the large foreign token collections took the trouble to cooperate. It was all a bit

disappointing. I now can report only the existence of three Le Havre tokens without the H stamp, one 10 centimes (400 B), one 15 centimes (400 C), and one 25 centimes (400 F).

Brussels also possessed the brass Cremieu Père token of Lyon (520 AC, 1970 Fare Box, page 37) and there I discovered I made a mistake in my article on page 55 of the 1969 Fare Box. On this token it should correctly say CREMIEU PERE & FILS and not Pere et Fils. Will our readers be so kind as to make this correction?

The above tokens all being from France there was in the collection of the coin cabinet also a new discovery for Belgium, an aluminum amusement park token of F. Lefebure of which a brass token (80 WE) already is known. I may take this opportunity to report five other Belgian amusement park tokens, which still are unlisted.

EUROPEAN AUTO SKOOTER (FIVE POINTED STAR) V^{VE} OSCAR ANDERSEN-
VAIREZ PROPRIETAIRE

- | | | |
|---|----------|--|
| 1 | Pr 37 Sd | Bon Pour 1 ou 2 Personnes Geldig Voor 1 of 2 Personen |
| | | AUTO-SKOOTER V. BESANGER GOED VOOR 1 AUTO 1 OF 2 PERSONEN |
| 2 | B 32 Pc | Auto-Skooter V. Besanger Bon Pour 1 Auto 1 ou 2 Personnes |
| | | (pierced with 2 6-pointed stars) |
| | | SPEEDCARS V. BESANGER GOED VOOR EEN AUTO 1 OF 2 PERSONEN |
| 3 | A 30 Sd | Speedcars V. Besanger Bon Pour Une Auto 1 ou 2 Personnes |
| | | AUTO-SKOOTER F. LEVEBVRE GOED VOOR 1 AUTO 1 OF 2 PERSONEN |
| 4 | A 0c Sd | Auto-Skooter F. Levebvre Bon Pour 1 Auto 1 ou 2 Personnes (31mm) |
| | | OMLOOP DER NATIE GOED VOOR EEN AUTO 1 OF 2 PERSONEN |
| 5 | A 31 Sd | Circuit des Nations Bon Pour Une Auto 1 ou 2 Personnes |
| | | AUTO-SKOOTER G. DE PAMELAERE GOED VOOR 1 AUTO 1 OF 2 PERSONEN |
| 6 | B 33 Sd | Auto-Skooter G. de Pamelaere Bon Pour 1 Auto 1 ou 2 Personnes |
| | | (companion piece to 80 WF) |

The Belgian amusement park tokens were used all over the country. The listing under Brussels therefore is not correct.

The collection of the cabinet contained quite a number of Swedish tokens, two of which draw my attention, viz:

BARN POLETT 5 ÖRE

- | | | |
|---|-------|---|
| B | Sq Sd | (blank)(quarter circle corner cuts)(25mm) |
| B | Sq Sd | (blank)(rounded corners)(26mm) |

Looking in the catalogue I found under Stockholm the two nearly similar tokens 820 AI and AJ, the only difference being that the word Öre on these tokens is omitted. The first Atwood Catalogue of foreign tokens had described them without this word. Have I discovered two unlisted tokens, or is the description of the 820 AI and AJ tokens in the Smith Catalogue incorrect?

My visit to Brussels brought me only one transportation token, but it was a beauty. Imagine I found the old Parisian token 660 A, Les Bearnaises! A find one doesn't make every day.

= MEMBERSHIP CARDS =

In accordance with the wishes of the 1970 convention, membership cards for back years are available at 25¢ for the first card and 15¢ for additional cards, postpaid. A few old style cards are available at 50¢ each while the supply lasts. All proceeds will to to the AVA treasury. Life members who have never received permanent cards should advise me. Don Mazeau, Secretary - P.O. Box 31 - Clinton, Connecticut 06413.

On page 93 of last month's Fare Box Harold Ford in his article on the Stockton Merchants Tokens mentioned that Harry Sailor had first reported these tokens. Actually it was Gordon Wold, and all of us are deeply sorry for this slight to an old friend!

= OCTOBER SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =

By Kenneth E. Smith

DENMARK

Aalborg 5 (Reported by J.G. Nicolosi)
AALBORG OMNIBUS SELSKAB (ARMS)
S B 19 Sd Bus N R. 1 (old bus) 1920-1970 \$0.25

ENGLAND

Manchester 500 (Reported by Donald Capper)
SELNEC CONCESSIONARY FARE
CB C 25 Sd (same as obverse)(lemon)(shades) .30
(SELNEC = South East Lancashire and North East Cheshire; this token issued to old age persons for a 6d fare. It was issued March 1, 1970.)

NORTHERN IRELAND

Belfast 160 (Reported by Capper)
BELFAST CORPORATION TRANSPORT (LARGE M)
CC WM 27 Sd (City arms)(round) .30
CD WM 27 Sd " (eleven-sided) .30

SCOTLAND

Aberdeen 30 (Reported by Capper)
ABERDEEN CORPORATION TRANSPORT (CITY ARMS)
CJ C 23 Sd 9d. (pink)(vars.) .30
(The company had only a small supply made, but they were manufactured by new high-speed presses, and some came through slightly vertically compressed to the degree that they are almost heart-shaped. The company let us have the "compressed" ones for the New Issues Service, so don't be surprised if your token from Nicolosi is slightly odd.)

Edinburgh 360 (Reported by Capper)
EDINBURGH CORPORATION TRANSPORT (ARMS)
BS C 23 Sd 5d. (blank)(3 vars.) .25
(All tokens listed to this point will be distributed thru the Nicolosi New Issues Service. There are openings for foreign collectors still, but when we get 90 we can't handle more as 90 sets is the limit we can obtain from transport firms.)

CHILE

Lota 500 (Reported by G. Sochor)
ESTABLECIMIENTO DE LOTA (SAILING SHIP)
H o B 31 Sd Veinte Centavos (large 20) 3.00

ARGENTINA (Reported by Sochor)

PATENTE DE AMBULANTE AÑO 1897 PESOS 10 (30x37mm)
992Do Bz Ov Pc Republica Argentina (stamped numbers)

ENGLAND

Wallasey 805 (Reported by J.B. Horne)
CORPORATION OF WALLASEY FERRIES DEPARTMENT TOLL TALLY (1/- incuse)
A o B 35 Sq-sc (blank) 3.00

URAGUAY

Montevideo 460 (Reported by Sochor)
TRAM-VIA DEL ESTE
E o WM 22 Sd Passage 10 Cents: 1.00
(This is a companion piece to 460 D and replaces 460 C in usage. There should also be a piece, yet undiscovered, over stamped PASAGE on reverse.)

BRAZIL

Rio de Janeiro 600 (Reported by Sochor)

VIACAO ELITE

YT P 31 Sd Depc5ite na Caisa (green)
(When making the die for this token the word "deposit" was incorrectly rendered as above listed.)

YU P Tr Sd VIACAO CARIOCA DIRENE RIO (5 stars)(thick)(59x52mm)
(blank except for concentric triangles)(red)
AUTO LOTACOES . LTDA COPACABANA (large 17)
YV P 31 Sd Favor Depositar na Caixa ao Descer (large 17)(green)
VIACAO FATIMA DIRENE RIO (5 stars)
YW P 49 Sd (several concentric circles)(green)

Sao Paulo 720 (Reported by F.J. Bingen)

AUTO VIACAO Na Sa DO ROCIO 50 CNT. (CROWN)

F P 27 Sd E Favor Colocar Caixa ao Descer na (dark green) .50

COSTA RICA (Reported by L. Hawthorne)

FERRO CARRIL DEL NORTE 1/2 REAL

912Co A 17 Sd (same as obverse) 1.00

FERRO CARRIL DEL NORTE 1 REAL

912Do A 23 Sd (same as obverse) 1.00

FERRO CARRIL DEL NORTE 2 REALES

912Eo A 25 Sd (same as obverse) 1.00

(Companion pieces to 912 A and B, but indications from other sources are that these aluminum pieces were not for transportation but only for work payment to be redeemed at the railroad company's stores.)

GERMANY (Reported by F.J. Bingen)

Halberstadt 375

STRASSENBAHN HALBERSTADT (CITY ARMS)(22mm)

J o S Sq Sd Fahrmarke Giltig für eine Fahrt .50

K o S Sq Sh-sc " .50

EIGENTUM D. STRASSENBAHN HALBERSTADT UMSTEIGE -MARKE (CITY ARMS)

L o Z Sq Sd Gültig nur bei directum umsteigen (19mm)(nickel-coated) 1.00

STRASSENBAHN HALBERSTADT (LARGE S)

M o A 21 Sd (blank) .50

Schwerin 825 (correct listing for 825 YA)

DAMPFBOOT F.W. HACKER SCHWERIN

E o B 22 Sd (blank) 3.00

Unidentified 922 (page 256)

VERT-MARKE P.H. 10 PFG.

C o B 21 Sd (bust of streetcar conductor)(nickel-coated)

D o B 21 Sd (like C but with 5 stamped right of bust)

CONGO 900 (Reported by Bingen)

(Note that 900 PA is also known without stamped numbers.)

CHEMIN DE FER DU MATUMBE ETAT INDEPENDENT DU CONGO (STEAM ENGINE)

PBo Bz Ov Sd (ornament with and without stamped numbers)(29x35mm) 6.00

CONGO BELGE Cie du CHEMIN DE FER (STAR OVER WINGED WHEEL)

PCo Bz Oc Sd (scroll work with and without stamped numbers)(32mm) 6.00

Please continue to report new issues and discoveries, with rubbings or photographs.

KENNETH E. SMITH

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328 AVENUE F

-

REDONDO BEACH, CA 90277

= OCTOBER SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =
By Duane H. Feisel

MICHIGAN

Grand Rapids 3370 (Reported by Marie Johnson)
CITY OF GRAND RAPIDS MICHIGAN 1850 MOTO VIGET (SEAL)
L Pg Oc Sd (blank)(28mm)(1969-)(incuse white ltrs on obverse) \$0.25

Marquette 3605 (Reported by Marie Johnson)
THE FIRST NATIONAL BANK & TRUST COMPANY
A B 22 Sd (blank)(1968-) .25

MINNESOTA

Fairmont 3280 (Reported by William Clapper)
FAIRMONT MINNESOTA COURTESY PARKING
A B 22 Sd Beautiful Fairmont City of 5 Lakes (4/1/70-) .15
(0: Decorations consist of ...)
a. (3 short segments)
b. (straight line)

SOUTH DAKOTA

Sioux Falls 3840 (Reported by Clapper)
DOWNTOWN FREE PARKING SIOUX FALLS, S. DAK.
B B 22 Sd (same as obverse) .15

TEXAS

Houston 3445 (Reported by Mary Allen)
OLSON BROS. HOUSTON, TEXAS
B o B 23 Sd Village Parking Token (obsolete ca 1960) 1.00

WISCONSIN

Green Bay 3250 (Reported by Gerald Johnson)
PEOPLES BANK OF GREEN BAY GREEN BAY WISCONSIN 54301
A WM 25 Sd (blank)(3/70-) .25

CANADA - ONTARIO

Ottawa 3675 (Reported by Dick Masuda)
NAC - CNA 1 HR - HRE STATIONNEMENT PARKING
A o Pg 28 Pc (blank)(black printed letters)(12/69-2/70) .35
B o Pr 28 Sd " " " " " " .35
NAC CNA P 1 HRE 1 HR
C Pz Hx Sd (blank)(26mm)(alternating corners indented)(2/70-) .35
(NAC = National Art Center; CNA = Centre National des Arts)

Thunder Bay 3895 (Reported by Doug Ferguson)
CENTENNIAL SQUARE THUNDER BAY ONTARIO CANADA
A o K 25 Sd Validated Parking Token (used briefly in early 1970) .25

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

The past six weeks have been disaster for me as far as correspondence is concerned. In a usual period of that duration I normally write about 200 letters, but this time I probably wrote only a dozen or so. Needless to say the mail is stacked up awaiting my attention. I apologize to all of you expecting to hear from me, and I am doing my utmost to work through the pile as quickly as possible. The next few months will not require much traveling on my part, so perhaps I shall be able to get things under control again. However, with me it seems to be a perpetual problem.

The Grand Rapids tokens are purchased by the downtown merchants for distribution among their customers. The tokens are valid for 3 hours parking at any of the four

city-owned parking ramps. A supply of these has been ordered for distribution to PTNIS members.

The token from Marquette is used for exit from a gate-controlled lot for the use of bank patrons. A supply of these tokens has been obtained for PTNIS.

While no specific information is at hand it is probable that the Fairmont, MN, tokens are used in the standard type of merchants' parking validation. The b variety token will be sent out to PTNIS subscribers.

Thanks to Bill Clapper a supply of the Sioux Falls tokens is available to PTNIS. This token is used in the standard parking validation plan by local merchants.

The Olson Brothers company of Houston was in the construction business and had a gate-controlled lot for some unspecified purpose. When the company moved about ten years ago the gate was sold for junk. Only a few tokens were located so this will probably be a scarce item. Thanks to Harry Strough for digging up the information on this one.

The Peoples Bank of Green Bay, now named Peoples Marine Bank, has a gate-controlled lot for the use of bank customers. From 11/69 to 3/70, PTMS 3304 B was used (in the new catalogue the PTMS Group 3004 A and B will be moved to the MSPT category). A sizeable number of tokens were manufactured so it will be a few years until the supply is depleted and new tokens are ordered with the current name of the bank. While I was not able to obtain this token for PTNIS, the bank did send me a couple of pieces so you might try writing, enclosing the usual 25¢ and SAE.

Dick Masuda went to a great deal of trouble to obtain the information on the new listings for Ottawa. The National Arts Center has a large parking station and sells the tokens to nearby merchants for distribution among their customers. The A and B tokens were in temporary use until the C token was delivered, and it appears that these tokens were destroyed when the permanent issue arrived. The mintage figures are: A - 633; B - 5050; C - 5500. The C token is of unusual shape, design and color; it reproduces the emblem of the National Arts Center. The tokens are good for one hour parking and are sold at 35¢. NAC is selling a supply of C for distribution to PTNIS. The A and B will probably prove scarce, but until additional leads are followed as to the availability of these obsolete tokens only a nominal catalogue value is given.

Thunder Bay is a new city that was formed by the joining together of Port Arthur and Fort Williams. The token was used in a controversial merchants parking validation plan, and the usage was short-lived. I have not been able to obtain any of these tokens from the usual sources one might try in a city such as the chamber of commerce and the city treasurer. Is there anyone who can obtain these tokens for the parking token collectors?

Just as soon as the MI 3370 L and the Ont 3675 C tokens are received, a shipment will be made on PTNIS to include a total of five pieces from the listings this month, plus two tokens held over from the August listings. PTNIS members should make certain there is a credit balance in their account. Openings in PTNIS are currently available if anyone is interested.

= OCTOBER NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

This month you will receive 3 nice tokens, with a possible fourth (if I receive them in time; it's been over a month and they haven't got here yet). You will get, first, from Sioux City, Iowa 850 X, for which thanks to Bob Coney!

Then you will get the two new bridge tokens from Omaha, Neb 700 AC AD. Thanks again to Roger Bolz for assisting us. There are several other new issues pending.

Once more, and for the last time to those of you who don't have enough in your NIS account: this is the final word. Either you send enough to cover the tokens to be sent to you, or we shall have to drop you and let someone from the waiting list take your place. Even if you are only 5¢ short, no tokens any longer!

This month we welcome Earl Stephenson to regular membership, and Hank Reidling moved up to Associate membership. I expect a lot of new members very soon, as the deadbeats are removed from our list.

= OCTOBER SUPPLEMENT TO ATWOOD'S CATALOGUE =
By Ralph Freiberg

COLORADO

Aurora 40 (Reported by Gerald Sochor)
GOOD FOR FREE! STAGE COACH RIDE & DRINK
MAY 25. 1968 - AT AURORA NAT'L BANK
A o We 38 Sd Wooden Nickel (Indian) \$0.15
GOOD FOR FREE! STAGE COACH RIDE & DRINK AT AURORA NATIONAL BANK
B We 38 Sd Wooden Nickel (Indian) (* 5/23/70) .15

IOWA

Sioux City 850 (Reported by Bob Coney)
SIOUX CITY TRANSIT SYSTEM (BUS)
X B 23 B1 Good For One Fare (bus) (2 slots) (* 9/14/70) .40
[The last streetcar in Sioux City operated on June 17, 1948, and the system became a public ownership operation in April, 1969.]

NEBRASKA

Omaha 700 (Reported by Mrs. E. Swanson & Roger Bolz)
CITY OF OMAHA PUBLIC WORKS DEPT. BRIDGE TOKEN
AC E 35 Sd (blank) (* 4/1/70) .35
AD A 35 Sd " " .50
[These tokens were issued because a new company took over the garbage disposal contract. AC and AD replace AA and AB, respectively, which are now obsolete.]

Scottsbluff 820 (Correct Location Reported by W.A. Jolly) [ex-SD 950 A]
TERHUNE'S YELLOW BUS LINE
B o B Oc Sd Good For 1 Fare (19mm) (Vars.) 3.50
[This line operated between Scottsbluff and Gering in the late 1920's and early 1930's.]

NEW YORK

Troy 890 (Reported by E.L. Tomberlin)
H Bz 23 Bar (Like E, but bronze) .20

MANUFACTURERS' SAMPLES

Group 8 (Reported by Max M. Schwartz)
(OBVERSE SAME AS 8 A)
L WM 23 M Good For One City Fare

Group 28 (Reported by [A] Nicolosi, and [B,C] Joel Reznick)
ALLOCATED TOKEN (BUS, type 3)
A WM 16 B1 Good For One Fare (bus) (2 slots)
B WM 20 B1 " " (milled background)
C WM 23 B1 " "

= NOTES BY RALPH FREIBERG =

This month we begin with two wooden nickels. Every year the City of Aurora, population 80,000+, has a parade. This is called the "Gateway to the Rockies" Parade. At the head of the parade clowns passed out the tokens to people standing along the sidewalk. The stagecoach itself was part of the parade. After the parade is over people who have the wooden nickels redeem their tokens by getting a ride in the stagecoach. The stage is the same one that was used in the movie "Stagecoach." I held up this listing a couple of months hoping that some information would turn up as to how collectors could get the tokens. The second one isn't dated, so could be used again next year. At this time I cannot advise how anyone could get them.

Next we are listing a token from Sioux City, Iowa. The City has taken over the lines and, with a fare raise on April 1, 1970, it was decided to use tokens. However, tokens could not be obtained in time. They arrived two weeks late, on April 14, and were placed into use that day. Thanks to Bob Coney we had no fuss, no trouble. He purchased enough of the tokens and sent them to the New Issues Service along with the information about them. They are also using a punch card with ten rides for \$3.30. Without the card or token, the cash fare is 40¢.

As of April 1, a new firm took over the garbage disposal for Omaha, so a new set of tokens was put in use. Roger Bolz took the time and trouble to get the tokens for us. Happily, he was able to purchase them for a good deal less than the toll on the bridge, so the New Issues Service is able to send them out at a greatly reduced price. So we are double grateful to Mr. Bolz!

The token listed this month from Scottsbluff, NB, was formerly listed incorrectly from Watertown, SD. In the early 1950's we obtained a story that the token was from Watertown. However, AVA member W.A. Jolly lives in Scottsbluff and asked us why we had this token listed from Watertown, inasmuch as he knew it had been used in Scottsbluff. If a token is incorrectly listed, as was this case, it is liable to remain extremely rare, because people go looking for it in the wrong place. Then when we list the token from the correct place, several of them are likely to show up. This was the case here, with at least 18 of the Terhune's tokens now in collectors' hands. Of these 18, at least four die varieties have been found! This is why a token formerly listed at \$10 is now listed at \$3.50. The fare on this line was 20¢ or two tokens for 35¢. The equipment consisted of a 7-passenger Ford bus, a 16-passenger Reo bus, a 16-passenger Maxwell bus, and a 9-passenger Dodge bus. Scottsbluff and Gering are 3 miles apart, and there were 64 trips daily. The line also served hotels. Mr. Terhune's son Otis drove one of the buses while attending school.

The Terhune's problem is one good reason why I do not intend to jump in and list a token from some place unless there is good firm information to verify the location.

The New Issues Service has never been able to obtain quantities of tokens from Troy, N.Y., and won't handle the new bronze school token. However, individual collectors have succeeded in obtaining a single specimen by sending 25¢ +SAE. This one probably was ordered when the supply of 890 E was diminished. I believe the present Troy bus line covers part of the system once served by streetcars from Albany.

Little is known about the Manufacturers' Samples. Mr. Schwartz was curious to know if 8 L might have had regular use in some city, but if so we have no idea.

I've always figured there should be more tokens showing up with Bus Type #3 as Mfg's Samples, and finally we got some. As a rule we don't mention Bus Type #3 when the token has a ball in the center with only 2 slots...for the simple reason that all 2-slot-ball type tokens have Bus Type #3 only. Type #3 bus first began to appear in 1953, so perhaps we shall have a Type #4 before long.

Mr. Tomberlin has received a letter from the Chamber of Commerce in Bradford, Pa., saying that the line there went out of business in May, 1968. So mark all Pa 110 tokens obsolete. They are now considering running a bus line in Bradford on Tuesdays and Thursdays--two days a week only, which would be an interesting experiment, rather like the new trend in long-run passenger trains of running thrice weekly only.

Roger Bolz says he can find no record of a Plaza Hotel ever having existed in Scribner, NB, and he suggests the listing may be incorrect. We rushed this listing into the catalogue at the last minute, and perhaps we jumped in too soon.

Another dubious item is Ill 150 R, which was listed before I took over. Actually very few regular railroads used fare tokens, although they often used tokens for other purposes such as meal checks, trade checks, etc. So while there are many tokens with railroad names on them, very few were used for fare. And hereafter we shall only list those railroad tokens which actually say on them that they were good for fare, or which are accompanied by firm proof that they were used for fare. It seems Philip Mandel, visiting a railroad museum in Jackson, Tenn., saw two "Ill 150 R" tokens in a frame with the notation "Shop Time Check Tokens from Yesteryear." One of the tokens had the number "63" incused into the reverse. Frankly I don't think Ill 150 R is a fare token at all, or that it was used in Chicago. We may drop it soon unless someone can prove that it was, indeed, used for fare.

OBSOLETE Connecticut tokens for sale - Conn 35 A and B only 50¢ each; Conn 85 C at \$1 each. Have a limited supply so write soon if you need them.
Morton H. Dawson - 182 Whiting Lane - West Hartford, CT 06119

FIVE DIFF. trade tokens with city & state or 5 diff. TT's for \$1. Have many TT's for sale. Send your want-list.
Stanley L. Buckley - 23 18th Street - Newport, KY 41071

WISCONSIN transp. tokens wanted: need most of the goodies and lots of the lower priced ones. Also need Iowa 890 B plus Wisconsin Civil War token "D.L. Edwards, Dry Goods & Groceries, Genessee Station, Wis." = Doug Watson - Iowa, WI 54945

NEED AUGUST 1962 FARE BOX. Trade Jan. 1958. Anyone interested in a complete set of 1956 Fare Boxes, reprinted one side 96 pages, send \$3.50. Have several sets, first come first served. Satisfaction guaranteed.
G.F. Gould - P.O. Box 1432 - Everett, WA 98201

FOR SALE to highest offer: postcard picturing streetcar and tracks from East Liverpool, Ohio, dated June 22, 1914; another with streetcar & tracks from Lebanon, Ohio, dated Sep 4, 1913. You may bid on individual card or on both together. My personal token free for SAE. For sale at 35¢ each +SAE: Ky 3580 A; Md 3520 A.
John A. Backora - Flushing, OH 43977

ROICE NOW A SHUT-IN. Offers 18 diff. transp. tokens from 18 diff. states for three \$1.00 Barr or Kennedy notes or you make offer.
Roice V. Rider - 1523 Bailey St. - Lansing, MI 48910

FOR SALE: Wash 780 T Century 21 World Fair at 50¢ +SAE. State of Washington sales tax tokens, aluminum, plastic, or fibre, 10¢ each +SAE.
Howard L. Spear - 1924 Olympia Ave. - Olympia, WA 98501

WANTED: Canadian transp. tokens, tickets, parking tokens & steamboat medals. I can trade U.S. material in return, or purchase in cash.
Barry Uman - 4972 Kent Ave. - Montreal 252, Quebec

FOR SALE: Assortment of 58 foreign TT's \$7.50. Tex 135 D & E 50¢ each. Okla 20 A \$2, 280 A \$3, 640 C D E 25¢ each, 640 F 50¢. Turkey Pluckers' token (Brownwood, TX) Witcher Produce Co. Gd. for 5 Turkeys, Gd. for one Turkey, 2 tokens, 75¢.
Andrew Morgan - 2412 Polk St. - Wichita Falls, TX 76309

DENMARK-NORWAY. Do you want to enrich your collection with TT's of these countries? My second mail bid sale contains some nice items. Added is a section of interesting miscellaneous tokens. Just drop me a postcard by airmail and you will get your list by airmail, too. Bidders in my first sale don't need to write; they get their list automatically.
F.J. Bingen - Tollensstraat 11 - Capelle a/d IJssel, NETHERLANDS

THE TRANSPORT TICKET SOCIETY - 6, Park Way, Pool-in-Wharfedale, Leeds LS21 1LD, England - has a monthly magazine and ticket distributions--and sometimes distributions of U.K. tokens. Send 3 international reply coupons (available at your postoffice) for particulars. Annual membership subscription \$4.25. (= Roger Atkinson)

CELLULOID/PLASTIC TT's available from Manchester area, and many other cities. 100 all diff. \$10; 50 all diff. \$5. Now only 3 months before we go decimal, then all old pence tokens are obsolete. A few 1970 issues available also. Send cash or I.M.O. postpaid ship mail.
Donald Capper - 14 Acresfield Avenue, Audenshaw - Manchester M34, England

WANTED: transp. tokens, merchant trade tokens and military installation tokens from Texas. I have other tokens, coins, stamps or will pay CASH for those I need.
E.M. Rice - 212 Westhaven Drive - Austin, TX 78746

FOR SALE: trade tokens; Dutchman's Cafe Baltimore/Good For 10 in Trade; aluminum & Tarenium Manufacturing Co. Tarentum Ala./Good for 1 Cent in Merchandise; brass (apparent spelling error); for 25¢ each +SAE. Will trade for any Maryland tokens.
Benjamin G. Egerton - 7 Montrose Ave. - Baltimore, MD 21212

WILL TRADE FOLLOWING TOKENS for any U.S. or Canadian paper tickets: NY 640 E G; Ontario 400 Ca Cb; Unlisted Ontario 565 B C D, for any transp. tickets from a civic line in North America your choice +SAE.
J.M. Ferguson - 30 Glendale Drive - Welland, Ontario

ANYONE HAVING THESE PERSONAL TOKENS please advise price wanted: 3 A B C D, 42 C, 157 A, 314 A B C, 335 B C, 367 A, 441 A B C D E F G, 638 A, 828 A.
George H. Wyatt - Skylark Lane - Lunenburg, MA 01462

FOR TRADE: a few Ohio 165 AH. Please send duplicate list.

Robert Kelley - 6315 Parkview Circle - Mason, OH 45040

FOR TRADE IN TT's: Alas 450 L, 800 A, SD 260 A, 680 B; Vt 150 C E; Ohio 175 W AA; Pa 495 G; Wash 880 H. Wanted Illinois 900 A B; Tex 145 K, 255 L, 320 B C D, 810 G H; Unidentified pages 619 to 625; Ill 430 B. I have several 30 and 40-year-old passes from Portland Traction Co. for trade also.

Frank W. Guernsey - 12546 N.E. Knott - Portland, OR 97230

TRADE A WARREN, OHIO 915 TT with cement adhering, for TT or PT cat. 25¢. See story how these were salvaged from a cement wall on page 27, March Fare Box.

John Bartunek - 1902 Lexington Ave. - Warren, OH 44485

FOR SALE: Minn 540 C (ex.f.) for \$8.00.

General Technology Inc. - Millers Hill Road - Dover, MA 02030

A.V.A. Convention Photograph \$1.50 postpaid. Convention ribbon 15¢. 1st supplement to Feisel's Parking Token Catalogue now at reduced price of \$1.00 postpaid. Hurry while supply lasts. Money goes to pay for convention costs.

Mrs. Pat Murdock - P.O. Box 411 - Mesquite, TX 75149

AUCTION ONLY: Haw 540 A; Ind 680 A; Kan 550 Ab; Neb 940 B; Ore 700 B G (solid); NM 430 A; Wash 300 Aa; Wis 790 A; Timetable F; also Ore 160 K, 500 A, 970 A C; Wash 340 C D, 840 E, 970 A.

James Millard - 4004 S.E. 170th St. - Portland, OR 97236

MY LIST OF TOKENS FOR SALE is yours for SAE. Need many New York and New England tokens. What have you and how much?

Ralph A. Hinde - 225-30 106th Avenue - Jamaica, NY 11429

Dual City, Dual Business Token brass octagonal. Good For C.O.D. at J. McCargers Saloon, Nord, Cal. Rev. Jacob Strahle & Co. Billiard Mfgs. (pool table) 515 Market St. San Francisco, Cal. \$10.00 cash or trade for a transp. or PT cat. \$4.50 up.

John G. Nicolosi - 3002 Galindo Street - Oakland, CA 94601

NEED CALIF 320 A B C D. Send price. Could use 2 sets.

Sol Halpern - 1236½ N. Orange Dr. - Hollywood, CA 90038

WANTED: your list of parking tokens for sale or trade. I will send my list of TT's.

Clarence C. Hiorth - 308 E. Hincklet Ave. - Ridley Park, PA 19078

480 LOT MAIL BID SALE of U.S. TT's and parking tokens closes December 4, 1970. Sale consists of 365 TT's, 13 manufacturers' samples, 1 depotel, 115 parking tokens and 6 horsecars. List is free to all who write.

Don Wilson - Box 273 - Montreal 379, Quebec

FOR SALE: Kans 940 N at \$1.25 +SAE. Will also trade. Want to buy Kans 40 A, 450 H, 640 D, 690 A B, 970 A D.

Lee Schumacher - 10609 Eastern - Kansas City, MO 64134

FOR SALE (NO TRADES): Ill 580 B C D, \$15 each; Ill 760 B C D E, \$7.50 each. Ill 795 A B \$15 each. Iowa 160 A \$10; Ia 230 Ba \$7.50; Ia 230 Bb \$10. Iowa 300 E \$7.50; Ia 640 B \$15; Ia 910 A \$5. Remittance with order. Personal checks cleared before tokens are mailed.

L.A. Hensley - 2917 Grand Ave. Apt. 203 - Des Moines, IA 50312

BEGINNERS SPECIAL: 16 diff. TT's my choice for \$1 mailed insured. One lot per customer. = Robert Misdorn - Box 731, Pamapo Station - Bayonne, NJ 07002

1,387 U.S. TT's, 678 diff, 709 dupes of 263 diff., 45 states & D.C. Third edition values: 15¢ - 1,095; 20¢ - 37; 25¢ - 110; 30¢ - 5; 35¢ - 13; 50¢ - 118; 60¢ - 1; 75¢ - 2; \$1 - 5; \$1.50 - 1. Catalogued in holders/envelopes. (70) 20-pkt. vinyl pages. Inventory. \$388.00 ppd. Also: 11 Canada TT's-7 diff., 2 Puerto Rico TT's-diff., 10 US PT's-4 diff., Mfg. Sample 17-B; all 24 pcs. \$5.35 +SAE. Also US coins, please send wants. = Bill S. Riley - Route 2, Box 348 - Texarkana, TX 75501

WANTED: ALL MANSFIELD, OHIO, TRANSP. TOKENS. Please price with first letter.

John R. Smith - 323 Park Avenue West - Mansfield, OH 44906

TRADES WANTED: Have good transp. tokens (both census & non-census), parking, carwash, and telephone tokens to trade for like specimens I need.

Harold V. Ford - 6641 Saroni Drive - Oakland, CA 94611

FOR SALE: Ind 110 C 20¢, 500 A 50¢, 740 A, 940 A, 10¢ ea. PR 640 A D 20¢ ea. Copper large Irish pennies with rooster obverse harp reverse 15¢ each, \$1 for all. +SAE for single or up to 5 pieces; 12¢ SAE for more.

Virginia King - R 6, Rd 650 W - Columbia City, IN 46725

AUCTION: 111 370 B C D, 600 D; 111 3150 E M W, 3385 E F.

Gerald A. Sochor - 13680 East Center Ave. - Aurora, CO 80010

ONTARIO 400 A - first check for \$12 takes this nice old vulcanite. Be sure to include SAE for return of check if you're too late. STILL SOME SETS OF 8 DIFF. "FAST BUCK" Braniff Airlines tokens for sale for less than cat. value - Tex 1000 B thru I for sale at \$1.00 per set postpaid (send addressed long envelope; no stamp necessary) These have been advertised at \$3 per set elsewhere and sell fast at that price.

John M. Coffee, Jr. - P.O. Box 1204 - Boston, MA 02104

CATALOGUE OF WORLD TRANSPORTATION TOKENS & PASSES except North America, first edition 1967 at \$5.00 either bound or unbound. Specify which. Check or m.o. payable to Kenneth Smith. Autographed if desired. Order directly from:

Kenneth E. Smith - 328 Avenue F - Redondo Beach, CA 90277

ATWOOD'S CATALOGUE OF UNITED STATES & CANADIAN TRANSPORTATION TOKENS, 3rd edition 1970. 731 pages with thousands of pictures. The official standard of the hobby. Available loose-leaf (pages only punched for 3-ring binder) or buckram-bound. Price \$10 retail. Special price to AVA members: \$7.50 postpaid.

FEISEL'S CATALOGUE OF PARKING TOKENS ON THE WORLD, 1st edition 1966. 160 pages well illustrated. Available loose-leaf (pages only punched for 3-ring binder) or cloth-bound. Price \$4.50. Special price to AVA members: \$3.50 postpaid. We have only about 15 of these left, and that will be the end of them.

American Vecturist Assn. - P.O. Box 1204 - Boston, MA 02104

= ALL AUCTIONS IN THIS ISSUE CLOSE NOVEMBER 28 =

Advertisements in THE FARE BOX are free to A.V.A. members--up to 6 lines in every issue if desired. Simply write ad on separate sheet of paper with name & address or on postcard and send to the Editor. Ad must vary each month and must be submitted each month. Don't send several at one time! Auctions are limited to tokens listed at 25¢ or more in Smith, Feisel, or Atwood, and to tokens which are obsolete. Current tokens are OK to list for sale at set prices, as are 15¢ and 20¢ tokens, but not in auctions.

= APPLICATIONS FOR MEMBERSHIP =

1198 D. PAUL FOOTE - 391 E. GRAND VIEW AVE. - SIERRA MADRE, CALIFORNIA 91024
Age 37; Engineer. Collects U.S. & Canada. (Coffee)

1199 REX BAIN, SR. - ROUTE 2 - WEST FRANKFORT, ILLINOIS 62896
Age 79; Retired. Collects U.S. & Parking. (Mazeau)

1200 RICHARD G. WINCH - 51 GRANT DRIVE - NORTHFORD, CONNECTICUT 06472
Age 36; Telephone Worker. Collects U.S. (Mazeau)

1201 J. CLARKE GELLING - 5970 RIVERSIDE DRIVE EAST - WINDSOR 16, ONTARIO
Age 67; Retired. Collects U.S., Canada, Foreign. (Mazeau)

1202 JOHN L. KNABENSCHUH - P.O. BOX 68 - DRAVOSBURG, PENNSYLVANIA 15034
Age 42; Engineering Management. Collects all types. (Byrne)

1203 PAUL P. THOMPSON - 5406 N. LA PRESA - SAN GABRIEL, CALIFORNIA 91776
Age 36; Safety Engineer. Collects U.S., Canada, Parking. (Nichols)

CHANGE OF ADDRESS (* indicates contribution to Address Plate Fund)

* Max M. Schwartz - 2920 Point East Drive, Apt. N-501 - Miami, Florida 33160

The price of an address plate has now risen to approximately 23¢, which does not include the bookkeeping involved. We also have to wait until we have a large quantity to order, or we get stuck with an additional minimum charge. So the 25¢ you send when you change your address is a great assistance to us. It is not compulsory, but it is much appreciated. Also, if there is any chance you may return to the old address please tell us, so that we can save the old address plate.

THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

NEW ISSUES EDITOR

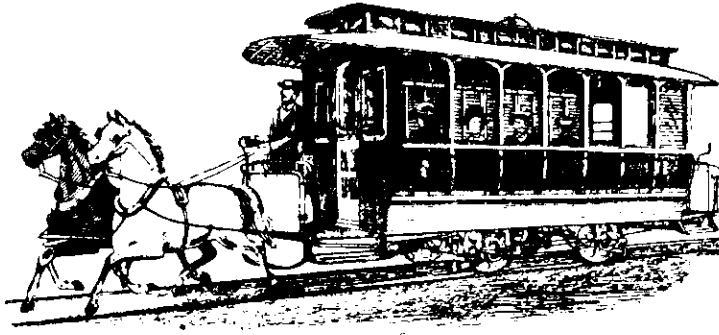
RALPH FREIBERG

634 Ashbury Street
San Francisco, California
94117

New Issues Service

JOHN G. NICOLASI

3002 Galindo Street
Oakland, California
94601



EDITOR

J. M. COFFEE, JR.

P. O. Box 1204
Boston, Massachusetts
02104

Parking Tokens

DUANE H. FEISEL

P. O. Box 11661
Palo Alto, California
94306

Volume 24, Number 11

NOVEMBER, 1970

Our 281st Issue

December 14, at 8:45 p.m. We hope to publish a December issue by the first week in January, so make the deadline for that issue December 28, for all ads and articles.

Special envelopes for mailing in your 1971 A.V.A. dues of \$4.00 to the Treasurer have not arrived yet from our printer. However, these envelopes will definitely be mailed out with your copy of the December Fare Box. So please hold your dues until you receive the December Fare Box, and then mail it in the special addressed envelopes which will be provided with that issue. Meanwhile, for those who can't wait, the Treasurer is R.K. Frisbee - 211 King Street - Denver, CO 80219.

Speaking of Mr. Frisbee, we have just learned that he has sold his collection of U.S. transportation tokens to former AVA President Duane Feisel. Mr. Frisbee began collecting back in the 1930's when he drove streetcars for Denver Tramways. Later when he worked in the treasurer's office he met Roland Atwood, who regularly came through looking for odd tokens. Finally Frisbee decided to save them himself instead of letting Roland have them. He built a large collection, one of the finest in the country, and finally sold it to Ralph Freiberg. Then he built another large collection, which included such rarities as Ark 300 A and Colo 998 B and C, and now he has sold this collection to Duane Feisel.

Duane has been in a buying mood this Fall. We also have been informed that Duane purchased the large California Trade Check collection (over 4,500 varieties!) built by Stephen Album—the finest such collection in existence. Steve will continue, however, to catalogue California trade tokens with his customary precision, and will continue to collect Islamic coins, a field in which he is perhaps the country's leading authority. Toby Frisbee will also continue collecting Canadian and Latin American transportation tokens.

From time to time we shall include with issues of THE FARE BOX a listing of car wash tokens, compiled by Harold Ford. Lest some members feel they are being cheated of more pertinent information in THE FARE BOX by these listings, let me hasten to say that car wash tokens will only be listed when there is space for them, and never at the expense of listings of, or articles about, transportation tokens. Furthermore, such listings will be published only when they do not raise the weight of an issue over 2 ounces. Thus they will not add to our postage cost. They are listed as a convenience for the many AVA members who do collect them, and those not interested should simply ignore the listing.



= OFFICER & NYSTROM BUS & BAGGAGE OF VIROQUA, WISCONSIN =

(In seeking information on the firm that issued Wis 910 B, listed in this month's Catalogue Supplement, the Editor communicated with various parties in Viroqua. One reply I received was quite informative, and it follows:)

Recently our local newspaper carried an article in which you asked for information about the Officer-Nystrom Livery Stables. Although I do not have nor have I ever seen one of their bus tokens, I shall try to help you with the research on your interesting hobby.

The Officer family lived across the street from us and the livery stable, locally called the "Dray Barn," was two blocks away. I had to pass it on each trip to and from town and to and from school. Well do I remember the morning after a huge disastrous fire, about 1910, in which all the barns had burned and were still smoldering. There, right ahead of me were the burned bodies of about a dozen horses. What a sight for a child to see! The buildings were rebuilt and some still stand. A son-in-law took over and ran the business for some years after Mr. Officer's death. Theirs was primarily a draying business.

Officer buses may have been more numerous before my day, but I remember only one. During the last ten or twelve years of its use it became more and more rickety from long use on our rutted or stony streets. I doubt that it was ever cleaned or painted. It was always drawn by a team of horses. Its wheels were especially large; I do not believe they were replaced with sled runners in the wintertime. During the week of our County Fair, the bus ran back and forth from the Fortney Hotel to the Fairgrounds every half hour or so. Also, in those days there were trains to be met and passengers to be taken to them. When a train came in the large number of traveling salesmen were taken first to the hotels and sample rooms after which the other passengers were peddled around all over town. I was usually the last one to be taken home because I lived closest to the barn. One such trip I can remember, because even though I was obliged to be resigned to humiliation and anger, yet the whole situation struck me as funny. Where else but in this little town would such a thing occur? On a 30 degree-below-zero day I came home from school for Christmas vacation. The bus was cold and dark as night, there being only one window through which one could see the bobbing head of the driver. All the other windows had been completely covered for the winter season with pieces of wall board and tar paper. After the usual long ride over the town, I was deposited on our front steps, the driver having backed up the vehicle over and through huge snowdrifts from the street to our porch! Sir Walter Raleigh couldn't have served me more graciously.

Viroqua had two other livery stables during these same years, probably 1900-1920. A bus driven by a Mr. Allen Fish ran for a few years from Viroqua to Viola. I believe it operated from the livery stable owned by Mr. E.S. Goodell on East Court Street. Then there was another operated by Mr. Dan Fortney and run in conjunction with his hotel and sample rooms. During political campaigns and for business trips, my father sometimes hired a rig every day of the week. On Sundays during the summer we often hired a surrey for the purpose of having a family picnic in the country.

Even though I have no tokens for you, it has been pleasant to do this bit of reminiscing. I am glad you are interested in local history. Also I am glad I am old enough to remember many institutions and practises that have passed from the life of today.

(The Editor will conclude that one of the most delightful aspects of collecting transportation tokens is the opportunity to receive letters such as the above, written by Miss Elizabeth Bennett of Viroqua.)

= CHANGE OF ADDRESS =

R. Clifton - 143 Doolittle Drive - Sherman, Texas 75090
* H.W. Ward - 753 Kingston Road - Lexington, Kentucky 40505

(* indicates contribution to address plate fund)

= THE MONTEREY & PACIFIC GROVE STREET RAILROAD =
(From the *Monterey Peninsula Herald* of July 1, 1970)

The Monterey & Pacific Grove Railway started as a narrow-gauge horsecar line on August 5, 1891. A year previously, Juan Malarin and two associates were granted the right under city ordinance to lay a single track with passing tracks at intervals, between Lighthouse Avenue and 17th Street, Pacific Grove, and the west gate of the Del Monte Hotel at 7th Street and Sloat Avenue, Monterey.

Ten cars, trimmed in apple green and yellow, were drawn by two horses each, and from the starting point in Pacific Grove continued along Lighthouse, Fountain, Central and to Lighthouse in New Monterey, to Decatur Street, thence in downtown Monterey up Alvarado Street, Munras, Pearl, Washington, to Perry Street (Del Monte Ave.) on to Ocean Avenue, through Oak Grove to the car barn at the Del Monte terminus. There was another car barn at Central and 2nd in Pacific Grove.

June 3, 1893, the company was reorganized under the name Monterey & Pacific Grove Street Railway and Electric Power Company, and in the Fall of 1902 plans were made to electrify the entire system. New electric cars were ordered and the ten horsecars were rebuilt into single-truck electric cars. The original track was retained but some changes were made in the route. A large car house and power station was built at Figueroa and Perry. The old Del Monte horsecar barn was retained for the electrics, but the Pacific Grove barn was abandoned. In 1905 the entire road was standard-gauged and the cars were rebuilt and lengthened. Shortly before the completion of this work the company was taken over by the Byllesby Syndicate Co. of Chicago but retained its name.

An extension was built from Lighthouse and 17th in Pacific Grove to that city's Southern Pacific depot, and it was planned to obtain a private right-of-way to parallel the 17-Mile Drive and continue along the coast to Carmel. At one point a further extension into Carmel Valley was contemplated, but this whole plan fell through.

In addition to the regular suburban line between Hotel Del Monte and Pacific Grove, two runs were operated to Monterey only.

During the Fall of 1905 a parlor car was ordered from St. Louis, 36 feet in length and having an open observation section at each end. It became famous as the "Del Monte" sightseeing car over the "Bay Shore Line," with a gramophone which played "In Old Monterey."

During World War I, thousands of recruits arrived at the Presidio of Monterey and the street railway enjoyed an all-time high in revenue. As many as five cars at a time could be seen climbing the Franklin Street Hill, each loaded to capacity with soldiers of the 11th Cavalry.

A civilian was lucky to get a seat on a streetcar after a Saturday night dance at the Del Monte Bath House, or at the beach in Pacific Grove. But after the Armistice soldiers were discharged and returned home and revenue fell off accordingly. As automobile traffic began to increase, many of the older streetcars were scrapped. The "Del Monte" parlor car remained in service until 1920, then was housed at the Monterey car barn until sold to a private party in Los Gatos, who used it as a home until it was destroyed by fire in 1945.

July 20, 1923, service was finally discontinued on the Monterey & Pacific Grove Street Railroad. Remaining equipment was scrapped and the car barns were torn down. The power house was eventually taken over by the Pacific Gas & Electric Company.

(Editor's Note. There is a photograph of the extremely rare token used by this line on page 70 of the Atwood Catalogue. Judging from the appearance and composition of the token, I believe it was issued in the late 1890's. Judging from its rarity, it probably was not used very long. Only two examples of the token are known today, one discovered originally by Harry Porter of Rockford, Illinois, and now owned by the Editor; and one found a couple of years ago by David Schenkman. Mr. Schenkman's token has a small "V" incused into it. The significance of the V is not known. These two tokens are about the only thing left of this fascinating little line.)

= NOVEMBER SUPPLEMENT TO ATWOOD'S CATALOGUE =
By Ralph Freiberg

ILLINOIS

Peoria 690 (Reported by Jerry Bates to Duane Feisel)
PEORIA LIVERY CO. / 517-519 / FULTON ST. / FINEST LINE OF /
LIGHT LIVERY / & CARRIAGES / IN THE CITY. / PHONE -267.
G o A 38 Pc Peoria Livery, Coach, Baggage & Carriage Line /
Good For / Return Trip / Hotel / To Depot / No.
(counterstamped numerals) \$7.50
[This firm was in business from 1894 to 1917.]

INDIANA

Elwood 270 (Reported by Ed Jernigan)
ELWOOD ELECTRIC STREET RAILWAY CO. / ELWOOD, / IND.
B o A Oc Sd Street Railway Ticket / One / Fare (25mm) 7.50
[This firm operated from 1893 to 1899.]

IOWA

Lohrville 555 (Reported by Clarence Symes to Donald Mazeau)
WHEATLEY & HUGGINS LIVERY GOOD FOR ONE 'BUS FARE LOHRVILLE, IOWA.
A o B 39 Sd (blank) [obverse letters incuse] 7.50
West Union 980 (Reported by Clarence Heppner to John Coffee)
DORLAND'S BUS LINE WEST UNION, IOWA. GOOD FOR ONE PASSAGE
A o A 31 Sd (same as obverse) (Sc) 7.50

MARYLAND

Baltimore 60 (Reported by New Issues Service)
BALTIMORE STREETCAR MUSEUM
AQ B 16 S Good For One Fare (* 7/3/70) .50

MASSACHUSETTS

Patterns 993 (Reported by Harold Young)
UNION STREET RY. CO. NEW BEDFORD GOOD FOR ONE FIVE CENT FARE
I WM 23 N (same as obverse)

MINNESOTA

Winnegago City 970 (Reported by Littlefield to John Coffee)
C.E. LAMBERTON / BUS / BAGGAGE / AND / TRANSFER /
WINNEBAGO / CITY, MINN.
A o A 25 Sd Good For / One / Ride / Hotel to Depot (Sc) 7.50

OHIO

Troy 870 (Reported by Tom Brown to John Coffee)
J.E. SCHAUER TROY, O. RETURN TRIP
A o B 26 Sd Good Only From Hotel to C.H. & D. Depot. 7.50
Wapakoneta 910 (Reported by a non-member to Duane Feisel)
WAP & B CENTER T.P. TOLL HOUSE 2
C o K 23 Pc (blank) (obverse letters are incuse) 7.50

OREGON

Waldport 945 (Reported by a non-member to Clarence Heppner)
WALDPORT / FERRY / ONE / AUTO
A o B 32 Sd Good For / One Return / Passage 5.00
[This ferry was purchased by the State Highways in 1931, and replaced
by a bridge in 1936.]

TENNESSEE

Memphis 600 (Reported by Philip Mandel)
TRANSPORTS, INC. (BUS)
P B 16 Bl Good For One Fare (bus) (2 slots) (* 6/2/69) \$0.65

WISCONSIN

Viroqua 910 (Reported by William White)
OFFICER & NYSTROM / BUS & / BAGGAGE / VIROQUA, WIS.
B o A 23 Sd Good For / 25¢ / On Bus 7.50

UNIDENTIFIED (Both Reported by W.G. Garrison)

BLUE & WHITE BUS LINE B & W
110 B 16 Bl Good For One Fare B & W (3 slots)
SLOAN BROS. GOOD FOR 1 FARE
111 B 23 Sd (blank) ("Sloan Bros." and "Fare" are incuse on obverse)
[#111 similar to Ark 15 B and may be from Arkadelphia, Ark.]

MANUFACTURERS' SAMPLES

Group 28 - correct listing from October Fare Box. Reverse is as follows:
B WM 20 Bl Good For One Fare (milled background) (2 slots)
[There is no bus on reverse of 28 B.]

CANADA - ONTARIO

Niagara Falls 565 (Reported by J.M. Ferguson)
NPC
B B 19 Sd Admit One (adult token) .15
C K 19 Sd " (child token) .15
D WM 19 Sd " (Special or Employee token) .15
[These tokens are used on the Horseshoe Incline Railway, operated by
the Niagara Park Commission.]

Correction: obverse of Ont 565 A correctly reads: HORSESHOE INCLINE RAILWAY
so remove the "D" in "Inclined" on page 659 of Atwood.

QUEBEC

Hull 345 (Reported by Robert M. Ritterband)
(OBSERVE SAME AS 345 J)
Q o WM 20 Sd 1 (on both sides) (* 1964-69) .25
[This token was used on the Alymer route as an extended zone token.]

= NOTES BY RALPH FREIBERG =

It is either feast or famine; this month we have a feast. In addition to these listings there are several more pending firm information on size and metals, and I also have some wooden items about which there is some question.

For the first time we are using slash marks in the descriptions, especially in the case of depotels, because often new depotels turn up with the same description but with a different arrangement of the wording, and no one realizes there are two different tokens until rubbings or photos are compared. Slash marks will help solve this problem.

Jerry Bates, upon finding the old Peoria token, took the time to learn from the public library in Peoria about this firm, and it seems the company is listed in city directories from 1894 to 1917.

We are fortunate that someone has written a book on the street railways of Indiana, so we have a good reference for the old Elwood, Ind., token. Aluminum came into use as a material for streetcar tokens in the 1890's.

Mr. Coffee received word from a lady in Lohrville, Iowa, who remembers the line and who owns a token which, however, she wants to "save for my children." She says

the line was operating prior to 1900.

Mr. Coffee learned that Ted Dorland, of West Union, Iowa, owned a livery stable next to the Rex Hotel, on the site of the present junior high school. He provided hack service from the Rex Hotel to the railroad depot at the foot of Vine Street hill. He also provided hack service from the business district to the fairgrounds, when the fair was going. He had two sons, neither of whom married, and both of whom are now deceased.

The Baltimore Streetcar Museum tokens are sold at 50¢ or 3 for \$1, and are good for rides on trolleys in this operating museum. They plan to issue two more varieties, one with a B in the center, and one with an M, so that the 3 varieties will form the initials B.S.M. for the Museum. When these are ready we expect to have them for the New Issues Service. It took several months to get this one, but we finally got a supply.

The pattern from Massachusetts is similar to Mass 550 G but in white metal with an N similar to Mass 45 A.

We have no information on Winnegabo City, Minn., or Troy, Ohio. Mr. Coffee has sought unsuccessfully to learn something about these lines.

The Wapakoneta, Ohio, turnpike token is like the A token but with a 2 on it instead of 1.

Mr. Coffee worked diligently to learn something about the Waldport, Ore., ferry token. The ferry was taken over by the State in 1931 and made free, so the token would have been used prior to 1931. The ferry was not used very much, and people in the vicinity were surprised to learn a token had ever been used. It crossed Alsea Bay, on the Pacific Coast, when weather permitted.

Philip Mandel went through Memphis and discovered the new Transports, Inc., token being used, but was unsure if we knew about it or not. Tokens sell at 5 for \$2.75 which indicates a fare of 60¢, 65¢ or up to 75¢. The company refused to sell tokens to the N.I.S., indicating they don't have enough to supply us. However, individual collectors might succeed in getting a single token by sending a dollar and SAE to Transports, Inc. - 238 Madison - Memphis, TN.

See Mr. Coffee's report elsewhere on the Viroqua, Wis., token.

The Blue & White bus token, under Unidentified, may well be in use right now, but I have no idea where. Any ideas?

The Sloan token, also Unidentified, probably is Arkadelphia, Ark. But we don't list these things without better evidence than a probability. Here's a chance for some sleuth to write down there. A listing of a Sloan Bros. in the livery business in an old city directory would suffice.

The Horseshoe Incline Railway says they don't have enough tokens to supply the N.I.S., but that if more were ordered they would let us know. However there was an ad in last month's Fare Box offering these tokens for trade.

Bob Ritterband reported the Hull, Quebec, token, and because he is a patient man we waited until we were able to secure a supply of them before listing it. Mr. Cassidy was able to get down to Hull and purchase a supply of these for us, even though they became obsolete in 1969. We were lucky on this one.

Last month I commented on what we call Bus Type #3, and observed that tokens with this style of bus did not appear until 1953. However, in 1948 Ky 480 R was issued with a style of bus which sometimes gets confused with Type #3. In fact, on page 32 of the new Catalogue under, or rather over "varieties of bus type #3" there is a picture of the reverse of Ky 480 R. This is really incorrect. The bus pictured is actually an unusual type of Bus Type #2, because it has a side door which #3 doesn't. This token probably was manufactured by a different company from the one which made the other tokens with #2 buses on them. Anyhow, the result of all this confusion is that a lot of collectors who have the common Ky 480 R think they have the much scarcer 480 S. But the bus pictured on 480 S is a true Type #3, such as that pictured on page 32 on the Rochester Bus Line token.

One collector also asked if we might call the bus pictured on NY 437 B C D as "Bus Type #4." Possibly. However, we refer to bus types only for 16mm and 23mm tokens.

ENGLAND (Reported by Donald Capper)

Donald Capper, our very active member in England, has done it again with his latest discoveries. In England there were small railways similar to our small narrow gauge railroads that serviced small towns and rural communities. Don, while checking some data at a small holding company with offices in Tonbridge, Kent, found the following apparently directors' passes for the four light railways which this firm owned.

Clevedon 185

WESTON CLEVEDON & PORTISHEAD RLY. No. (number)

PAo A Ov Pc Free Pass (director's name) Esq. (38x25mm)(vars.) \$6.00

(both sides incuse with red enamel letters)

(Variety a - Portishead and Rly in 2 lines, dot after Rly., line under o of No.)

Variety b - Portishead and Rly in 2 lines, no dot after Rly, no dot or line under o of no.)

Variety c - Portishead and Rly in 1 line, no dot after Rly, dot under o of No.)

This was a small coastal railway near Bath that operated from Weston-super-mare to Milton Road to Bristol Road to Worletown to Erdon Lane to Wick St. Lawrence to Ham Lane to Kingston Road to Colehouse Lane to Clevedon to Clevedon East to Clevedon All Saints to Walton Park, etc.

Eastry 270

EAST KENT RLY. No. (number)

PAo A 3l Pc Free Pass (director's name) Esq. (vars.) 6.00

(both sides incuse with red enamel letters.)

(Variety a - dot after Rly.

Variety b - no dot

(This was a small railway that operated in the region between Dover and Canterbury.)

Shrewsbury 695

SHROPSHIRE & MONTGOMERYSHIRE RLY NO. (number)(39x21mm)

PAo A Ob Pc Free Pass (director's name) Esq. (vars.)(rounded corners) 6.00

(both sides incuse with red enamel letters.)

(Variety a - dot under o of No., line spacing different from variety b)

(Variety b - no dot under o of No.)

(This was a small light railroad that ran west from Shrewsbury.)

Tenterdowntown 770

KENT AND EAST SUSSEX RAILWAY (incuse black enamel letters)

(KENT AND is in a curved line near top of token with a line underneath, then in a straight line EAST SUSSEX with a line underneath, then in a curved line upward RAILWAY)

PAo Iv Ov Pc (var. incuse and blank reverses)(34x24mm) 6.00

(Variety a - has in incuse black enameled letters on reverse reading

FREE PASS C. Sheath No. 2 and on obverse has no lines)

(Variety b - blank reverse and on obverse no lines)

(Variety c - blank reverse and on obv. short upper and a long lower line)

(Variety d - blank rev. and on obv. long upper and long lower line)

KENT & EAST SUSSEX RLY No (number)

PBo A Oc Pc Free Pass (director's name) Esq. (30mm)(Vars.) 6.00

(Both sides incuse with red enamel letters)

(Variety a - dot under o of No.)

(Variety b - no dot under o of No.)

(This was a small light railway near Maidstone.)

Mr. Capper found four each of the above items. The aluminum passes were in named sets.

BELFAST, NORTHERN IRELAND

Belfast up to the introduction of 160 CA CB CC and CD had only used celluloid plastic transportation tokens with very limited usage, principally for government employees and certain dock workers. With the introduction of one-man cars and exact fare tokens for the public, to acquaint the public with these tokens they issued last January and early February for sale to the public a specimen set of these 4 new metal tokens. This set is in a blue leatherette case 5 inches by 7 inches which folds to 5 by 3½ inches. On the blue cover is the seal in gold letters of the City of Belfast in a 1-5/8" circle. The inside consists of 2 plastic envelopes (transparent). In the left envelope is a white card with blue letters reading COMMEMORATIVE METAL TOKENS BELFAST CORPORATION TRANSPORT DEPARTMENT INAUGURATION OF TOKEN OPERATED SYSTEM FEBRUARY 1970. In the right plastic envelope is a white card with a blue center in which there is one each of 160 CA CB CC CD. At the top of this card is the following TICKET ISSUING EQUIPMENT SUPPLIED BY BELL PUNCH COMPANY LIMITED UXBRIDGE MIDDLESEX (CONTROLS SYSTEM PRODUCT in a box). At the bottom of this card is the following TOKENS MINTED BY IMPERIAL METAL INDUSTRIES LIMITED WITTON BIRMINGHAM 6 (IMI in circle).

We could not get enough for the new issues service. I have only 20 of these for collectors. I was disappointed in that I thought that the tokens in these sets in the folders, considering the cost, should be proof-like tokens. But, alas, they only turned out to be circulated ones they took from circulation. These 19 extra sets will be put in a forthcoming auction as one item and each of the 19 highest bidders will get one set at the 19th highest bid which will probably be close to or just above the reserve. The reserve will be what I have invested in each leatherette case with tokens.

Remember when you report new discoveries, in addition to giving the exact wording and spelling and punctuation, to send rubbings or photographs. This is essential to insure accurate listings. Please keep the listings coming.

KENNETH E. SMITH

-

328 AVENUE F

-

REDONDO BEACH, CA 90277

= DENVER CLUB MEETING OF OCTOBER 15 =
By Charles L. Carter

An interesting trading session of the Denver Token Club at the home of member Syd Joseph with coffee and cookies on tap at all times, was held October 15.

Present were Rudy Weiss, Charles Carter, Doris Wietrick. Charles Max had just returned from a tour of Switzerland including their railroad and streetcar systems, and he brought back many interesting pictures and cards.

Sid White presented a talk on railroadiana at the Jefferson City Coin Show recently. Bill Davis won a silver cup for his transportation token display of Denver tokens at the Colorado-Wyoming Coin Show & Convention. Also this display was entered in the Rocky Mountain States Coin Show at the Ramada Inn this month.

= WIVES =

Jim Wassel of Whittier, CA, says we should pause a moment to commemorate the wives of token collectors, "who unselfishly take time out of their daily chores to write letters for us, help us with trading lists, putting up with hours we spend on tokens, and not complaining too much when we drag them from place to place searching for tokens." He goes on at great length, so I believe that his wife, at any rate, deserves the accolade!

= NOVEMBER SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =
By Duane H. Feisel

CALIFORNIA

Santa Monica 3835 (Reported by Bob Knobloch)
DOUGLAS AIRCRAFT CO. MSSD
G B 25 Sd Courtesy Parking \$0.25
McDONNELL DOUGLAS CORP MDAC-WD
H B 25 Sd Courtesy Parking .25

ILLINOIS

Danville 3190 (Reported by Ore Vacketta)
LEATH FURNITURE 200 NORTH VERMILION ST.
SINCE 1903 DANVILLE ILLINOIS
A B 23 Sd Free Parking Token Another Customer Service Two Hours .25

MICHIGAN

Kalamazoo 3530 (Reported by Mrs. Mary Allen)
K.M.A.
D Bz 25 Sd (blank)(Kalamazoo Municipal Airport) .25
Ludington 3585 (Reported by Mrs. Allen)
NATIONAL BANK OF LUDINGTON (GATE)
A Bz 25 Sd Parcoa Token (gate)(Rev. E) .25

MINNESOTA

Excelsior 3275 (Reported by Knobloch)
SNUFFY'S DRIVE INN
A B 22 Sd Excelsior Minn. .25
Minneapolis 3540 (Reported by Mrs. Nan Wilson)
UNIV. OF MINN. PARKING FACILITIES DEPT. OF POLICE
B B 22 Sd (blank) .25

ADDITIONS AND CORRECTIONS

TX 3840 A: add variety description
(O&R: borders are ...)
a. (beaded)
b. (plain)
Ont 3675 A: size is 32, not 28 (10/70)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

The tokens reported this month are ones for which usage information is lacking, and for which the users have not cooperated in answering inquiries.

Many of the Car-Key type tokens, such as the ones now reported for Santa Monica, originally appeared in bronze but were later reissued in brass. The new G listing is the same as D, but in brass. The new H token reflects the fact that Douglas Aircraft was merged into McDonnell, and a new order for tokens incorporated the new name. I suspect the initials on the token stand for McDonnell Douglas Aircraft Corp. - Western Division. Perhaps someone in the Los Angeles area will be able to obtain a supply of these for collectors.

Several inquiries have been sent to the Leath Furniture Company in Danville--but I have received neither a reply nor return of the money I sent to them. Similarly replies have not been received from the two Michigan users of parking tokens.

While I did receive a couple of tokens for the money I sent to Snuffy's Drive Inn I did not receive any information concerning the token.

The University of Minnesota token is used at a gate-controlled parking lot for people visiting the University Speech Clinic. I received a reply stating that no tokens are available, and I know that several collectors have been rebuffed in their at-

tempts to obtain tokens by personal visit. This is apparently going to be a rough one.

Note the correction for Ont 3675 A reported just last month. Also, in the description of the initials on the token, the word should be spelled CENTRE instead of Center. Information from the token user is that of the A and B tokens, 5,299 pieces have been redeemed and destroyed to date. I have offered to purchase any additional examples of these tokens which are offered for redemption so that collectors may have them. Unless some tokens are obtained this way these will probably turn out to be quite rare pieces.

Nothing in this report for members of Parking Token New Issues Service, but I am working on a few items that will be listed soon. As of this writing the shipment of tokens promised in my report of last month has not been made since I have been waiting for the Mich 3370 L supply. PTNIS shipments will be mailed in the next few days and the Michigan token will be included if it is received in time. If not it will have to come with a future shipment. There are still nine openings in PTNIS for anyone interested.

= NOVEMBER NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

We continue to obtain some nice new issues. There will be 3 going your way this month: first the Baltimore Streetcar Museum token. I want to thank Mr. W. Olt, Treasurer of the Museum, for taking the time & trouble to make these available to us. He promises, later on when they are ready, to supply the "B" and "M" tokens, too.

We also shall send you the new Hull, Quebec, token. This token was in use for six years and then withdrawn, and we are especially grateful to Bill Cassidy for making a special effort to obtain these for us.

Third you will receive a large white metal token from Belfast, Ireland 130 CC, listed last month. We shall also be sending you CD when it's available, thanks to Kenny Smith.

We advance two more members to Associate ranks from the waiting list: E.S. Jacob of San Jose, CA, and A. Augenblick of King of Prussia, PA.

As Christmas approaches I want to wish every member of AVA, and your families, a very merry Christmas and a prosperous New Year. Circumstances at home forbid me from mailing Christmas Cards this year, I regret to say.

= OCTOBER MEETING OF PHILADELPHIA GROUP =

By Dave Jordan

The Delaware Valley Vecturist Association held a meeting in their usual informal style on October 11 at Joe Pernicano's office. Eight collectors: Biery, Dence, Jordan, Paul, Pernicano, Weiss, Zaika, and Zell, were on hand for a couple hours of pleasant talk about tokens and related matters. The group agreed that they should hold more of their meetings away from downtown Philadelphia, in members' homes or offices and another meeting at the same location was planned. Subsequently Joe has found that he cannot be present on that date to make the office available, so the meeting has been rescheduled for the afternoon of Sunday, January 17, at Dave Jordan's home. The address is 810 Longfield Road, Erdenheim, Springfield Township, and is near the turnpike, 309 Expressway, and both Chestnut Hill railroad stations. Call Dave at AD 3-5669 if you need directions or would like to be picked up at the station.

On October 17 & 18, the Warner Robins (Georgia) Coin Club held their annual coin show and AVA member James Eshleman entered an exhibit of transportation tokens in the Miscellaneous class. He won the First Place Trophy, beating out an expensive set of Franklin Mint silver bank ingots, and a set of ancient artifacts dating to 300 B.C.

= SUPPLEMENT TO FORD'S CATALOGUE OF CAR WASH TOKENS =
By Harold V. Ford

All listed below are Sofspira issues. Reverse inscriptions will be omitted so that we can get more listings into our allotted space. All listings in this group are WM 27 Sd.

Carson, Calif. 128

A 50¢ ALD-O-MATIC 2 MIN. CAR WASH CARSON & VERMONT CARSON, CALIFORNIA

Los Angeles, Calif. 450 (Atwood)

D GOOD FOR FIVE MINUTES AT SHOPORAMA CENTER-4111 SANTA BARBARA L.A.

Oceanside, Calif. 585 (Freiberg)

A COAST COIN-OP CAR WASH ITS EASY & ECONOMICAL 7th & N. TREMONT OCEANSIDE

Warren, Mich. 953 (Hartley)

A GOOD FOR-5-MINUTES AT SOFSPRA 10 MILE-RYAN SHOPPING CENTER WARREN, MICHIGAN

Northfield, N.J. 590 (Wilcox)

A GOOD ONLY AT SOFSPRA TILTON RD. NORTHFIELD, NEW JERSEY

Auburn, N.Y. 35 (Wilcox and Feisel)

A GOOD FOR-5-MINUTES AT GRANT AVE. CAR WASH AT CITY LINE AUBURN, N.Y.

B GOOD FOR -5- MINUTES AT SOFSPRA GRANT AVE. CAR WASH AT CITY LINE
AUBURN, NEW YORK

C GOOD FOR-5-MINUTES GRANT AVE. CAR WASH AT CITY LINE AUBURN, N.Y.

D SOFSPRA CAR WASH 277 NORTH ST. AUBURN, N.Y.

Central Square, N.Y. 137 (Feisel)

A GOOD FOR-5-MINUTES AT VILLAGE CAR WASH SO. MAIN ST. CENTRAL SQUARE, N.Y.

Cortland, N.Y. 160 (Feisel)

A GOOD FOR-5-MINUTES AT SOFSPRA CROWN CLEANING CENTER 21 CLINTON AVE.
CORTLAND, N.Y.

Dansville, N.Y. 175 (Wilcox)

A GOOD ONLY AT SOFSPRA AIRPORT RD. DANSVILLE, N.Y.

Elmira, N.Y. 230 (Wilcox)

A GOOD ONLY AT SOFSPRA 413 MADISON AVE. ELMIRA, N.Y.

Groton, N.Y. 342 (Feisel)

A GOOD FOR-5-MINUTES AT SOFSPRA 105 PERU ROAD GROTON, N.Y.

Johnstown, N.Y. 435 (Wilcox)

A GOOD ONLY AT FAMILY SHOPPING PLAZA CAR WASH OPEN 24 HRS
N.Y. ROUTE 30-A, JOHNSTOWN, N.Y.

Oneonta, N.Y. 685 (Wilcox)

A GOOD FOR -5-MINUTES AT SOFSPRA 4 MAIN ST. ONEONTA, N.Y.

Oswego, N.Y. 695 (Feisel)

A GOOD FOR-5-MINUTES AT SOFSPRA W. 2nd & CAYUGA ST. OSWEGO, N.Y.

Potsdam, N.Y. 755 (Feisel)

A GOOD FOR -5-MINUTES AT SOFSPRA MARKET & Sisson STS. POTSDAM, N.Y.

Troy, N.Y. 890 (Feisel)

A GOOD ONLY AT SOFSPRA CAR WASH OPEN 24 HRS. 5th AVE. & 111th ST.
N. TROY, NEW YORK

Utica, N.Y. 905 (Feisel)

A GOOD FOR-5-MINUTES AT ANY KING COLE CENTRAL NEW YORK SOFSPRA
LOCATIONS MOHAWK VALLEY AND UTILA-CLINTON-ROME ("Utila" is error for Utica)

Clifton Heights, Pennsylvania 202

A GOOD FOR-5-MINUTES AT SOFSPRA BAZAAR OF ALL NATIONS CLIFTON HEIGHTS, PA.

East Norriton, Pa. 323

A GOOD FOR-5-MINUTES AT SOFSPRA 2917 HANNAH AVE. EAST NORRITON, PA.

Kennett Square, Pa. 507

A GOOD FOR-5-MINUTES AT SOFSPRA WEST CYRPRESS & MILL ROAD KENNETT SQUARE, PA.

Norristown, Pa. 705

B GOOD FOR-5-MINUTES AT SOFSPRA SANDY HILL SHOPPING CENTER NORRISTOWN, PENNA.

Paoli, Pa. 743

B SOFSPRA 25¢ CAR WASH 233 W. LANCASTER AVE. PAOLI, PA.
(without design over "233 W." Pa 743 A has a design over "233 W.")

Pennsburgh, Pa. 747

A GOOD ONLY AT SOFSPRA MAIN STREET PENNSBURGH, PA.

Philadelphia, Pa. 750 (Nicolosi)

B SOFSPRA 1210 N. CREASE ST. PHILA, PA.

Phoenixville, Pa. 757

A GOOD FOR-5-MINUTES AT THRIFT-WASH PHOENIXVILLE, PENNA.

Pottstown, Pa. 780

A GOOD FOR-5-MINUTES AT SOFSPRA FARMINGTON AND WILSON POTTSTOWN, PENNA.

West Chester, Pa. 960

A GOOD FOR-5-MINUTES AT SOFSPRA MARKET & WORTHINGTON ST. WEST CHESTER, PA.

Vergennes, Vt. 860 (Wilcox)

A GOOD FOR-5-MINUTES AT SOFSPRA PANTON RD. VERGENNES, VT.

UNIDENTIFIED (Feisel 32; Hartley 33)

32 GOOD FOR-5-MINUTES AT SOFSPRA RT. 290 MANLIUS CTR RD OOT PARK

33 GOOD FOR 5 MINUTES AT VENICE ROAD COIN-OP CAR WASH ACCROSS FROM BARGAIN FAIR
(note "accross" is an incorrect spelling for what should be "across")

Relist Unidentified #23 as Lancaster, Calif. 413 B.

Relist Ohio 860 D as Pontiac, Mich. 770 A (located by Hartley)

Correct Ohio 25 A, should read CUSTOM, not customer

Wash 120 B is 29mm, not 25.

The Pottsdam, N.Y., and Paoli and Philadelphia, Pa., tokens are obsolete. Otherwise I have no idea how many of the other listings are current or obsolete. Therefore I suppose all would be 25¢ listings except for the three mentioned.

I still have over 75 more to list when space is available. A good many pieces are wooden "giveaways" which are good for other services besides car washing. Do you want these pieces included in the car wash catalogue?

Thanks to Bolz, Hawthorne, Mastrich, Sailor, Eshleman, Pernicano, Schubert, Clifton, Wasczak, Trembley, Fyler, and Ferguson, for reporting tokens that did not get listed this time but will make it soon.

HAROLD V. FORD

6641 SARONI DRIVE

OAKLAND, CA 94611

TRADING COINS & STAMPS for tokens. I offer \$1.50 Yeoman cat value foreign coins (your choice from my list) or \$2.50 Scotts cat value US & foreign postage stamps, for any common token on my want-list. More for higher catalogue tokens.

Sam Ruggeri - P.O. Box 561 - No. Bellmore, NY 11710

TRADE, WANTED LISTS solicited. In market for really good buys, US TT's. Several hundred match folder covers for sale or token trade. Those interested in sales/luxury tax items, please contact me.

Bill S. Riley - Route 2, Box 343 - Texarkana, TX 75501

WHAT OFFERS - CASH OR TRADE. BC 700 A B, 850 B, Quebec Pass 999 A, Geneva 360 C, Budapest 100 B.

D.M. Stewart - 950 335 8th Avenue S.W. - Calgary 2, Alberta

FOR SALE: transp. tokens of Colorado (77); Kansas (116); Nebraska (97); and Oklahoma (81). All in 8½x11 2x2 transparent pockets in books. Details of each state will be given to interested collectors.

Melvin Fuld - 6701 Park Heights Ave. - Baltimore, MD 21215

OBSOLETE Wash 600 D F for sale at 50¢ each + SAE.

Howard L. Spear - 1924 Olympia Ave. - Olympia, WA 98501

WANTED: Hitchcocks Metropolitan Transportation Directory OR "Metropolitan Directory." Please write, advising date(s), condition and price.

A.J. Rohssler - 385 Grand Street - New York, NY 10002

ENGLISH COPPER HALFPENNY merchant tokens dated in late 1700's. Also dollar-sized nickel Franklin Mint St. Christopher medals. Want to trade for TTs, PTs, trade tokens, or? Write! = Stanley L. Buckley - 23 18th Street - Newport, KY 41071

Hi, new collector looking for all N.J. tokens, medals, wooden money, etc. Please send me your lists. Also have Winfield S. Hancock Presidential token and 1913 New York Electrical Exposition token for trade.

Donald Noe - 1 Second Street - North Arlington, NJ 07032

WANT LISTS WANTED as I am breaking up another collection of transportation tokens. I am also especially interested in California merchant tokens if you have any for sale or trade. = Duane H. Feisel - P.O. Box 11661 - Palo Alto, CA 94306

WANTED TO BUY: Ariz 720 A and Mass 970 B. Quote your price.

Richard K. Atkins - c/o Fraser, Box 667 - Hobe Sound, FL 33455

Love tokens. American coins nicely engraved, 2 dimes, 1 quarter, 1 half. Also have Kans 3530 A; Pa 3615 A, wooden parking tokens trading for other PT's I need.

Millard Wasczak, Sr. - 352 Maple St. - Scranton, PA 18505

Obsolete brass car wash token: FIRST PLACE CAR WASH. Used in Dallas, Garland and Mesquite, Texas (company went bankrupt in 1967). Will trade for another Texas car wash token or merchant token I can use. Also, 1st supplement to Feisel Parking Token Catalogue still available for \$1 postpaid. Official 1970 AVA convention photo \$1.50 postpaid. Convention program & ribbon 15¢ while they last.

Mrs. Pat Murdock - P.O. Box 411 - Mesquite, TX 75149

FOR TRADE ONLY: Send for my dupe list of over 550 TT's that cat. 25¢ to \$3.50.

Also for trade: Kans 600 B. SAE please.

Edrick M. Miller - 3257 Idaho Lane - Costa Mesa, CA 92626

FOR SALE: Dyess AFB NCO club tokens (Abilene, TX) \$1,25¢, 5¢, brass, \$2.50 set. AAFB NCO Open Mess (Amarillo, TX) 3 diff. 50¢ tokens brass \$1.50. Okla 640 C D E, 15¢; Tex 255 H, 25¢, 320 E, 15¢, 365 A, 15¢, 810 F, 15¢, 890 B, \$25. 1956 mint Tex. automobile or truck license plates, matched pair \$2 postpaid. Wilson & Schneider, Geneva, Neb. Good for 2½ cents in trade, 50¢.

Andrew Morgan - 2412 Polk St. - Wichita Falls, TX 76309

FIRST ANNUAL REPORT of the Boston Transit Commission for the year ending August 15, 1895. Contains 85 pages & numerous pictures & route maps. Will trade for best offer in Texas TT or merchant tokens or both. Also will trade my personal token for yours.

T.M. Murdock - P.O. Box 411 - Mesquite, TX 75149

FOR SALE: fine collection of U.S. TT's. 26 states, 172 tokens in all; 34 numbers have a few duplicates. Also 1 Israel telephone token and 3 Canadian TTs. Many above book price. Also 298 choice English TTs in holders & labeled. Many are scarce TTs, not all plastic. \$25 for the U.S. TTs; \$30 for the English TTs.

E.W. Cummings - P.O. Box 274 - Fairfield, IA 52556

WANTED: Calif 845 A B D E. Please quote price and quantity.

Edward W. Smith - P.O. Box 2631 - Santa Rosa, CA 95405

FOR SALE: Australia 480 XA \$1.50, XB 75¢, XD 50¢, XE 50¢. All 4 \$3 + SAE.
 Al Zaika - Box 65 - Bellmawr, NJ 08030
 IOWA 300 E - will swap for any other TT or PT valued in Atwood or Feisel at 50¢, or will sell for 75¢ cash. Multiples available. Be sure to include your SAE.
 Robert Ritterband - 6576 Colgate Ave. - Los Angeles, CA 90048
 WILL TRADE Quebec 630 W or ABC for any following Michigan TT's: 60 E G, 370 N O, 225 Eb, 525 D E, 560 J, 680 J, 770 D. Also sell Que 630 W at 35¢ + SAE. If you have any better Mich. TT's to trade or sell let's get together! Have in excess of 3,000 tokens U.S., Canada, Foreign, for trading stock.
 Don McKelvey - 2822 19th Avenue - Port Huron, MI 48060
 WANTED: DC 500 A B F G H I L M N AJ. Also Mexican tokens used in Texas 301 A B, 531 A B C D. Want most Utah tokens. Cash or trade.
 H.D. Conner - 1604 Blue Bonnet Drive - Fort Worth, TX 76111
 FOR SALE: Cal 997 I 35¢, 895 N 25¢; La 670 H 25¢; Cal 575 R 40¢, Pa 263 A 25¢; Mfg sample 101 A B C D E F G \$5; A B C E F 25¢ each; ND 60 D 50¢; Ohio 35 D 50¢; NY 630 AS 40¢; N.Scotia 100 N 25¢; Pa 445 D E 25¢ ea; Ia 850 X 50¢; RI 120 A 35¢; Tex 255 Q \$2; England 235 AL 40¢, 590 CB 25¢, CF 25¢, 820 DE 35¢, 500 CB 40¢, 865 BK 35¢, 800 BB 25¢; Scotland 30 CJ 40¢, 715 CE 25¢, 360 BS 35¢. SAE on orders under \$1.
 John G. Nicolosi - 3002 Galindo St. - Oakland, CA 94601
 FOR SALE: R.I. 120 A 20¢; 520 J \$1.75. + SAE please. New bridge token next month.
 H. Turgeon - 143 Harrison Ave. - Warwick, RI 02888
 TRADE 3 diff. U.S. TT's for 1 Canadian bus or streetcar ticket. For 5 diff. tickets I will give 2 extra tokens.
 Barry Uman - 4972 Kent Avenue - Montreal 252, Quebec
 FOR SALE: Mo 370 E F I J L, at 25¢ each.
 Floyd O. Barnett - 5425 Portland Ave. - Minneapolis, MN 55417
 HORSE CARS! FIRST TIME EVER OFFERED! NO TRADES. Remittance with order. Personal checks cleared before tokens are mailed. Ala 800 A (census)(fair condition) \$40.00; Cal 575 Aa \$10, Ab \$6; Illinois 195 B \$30; Ind 280 A \$20; Iowa 590 A \$20, 390 A \$10; Kans 640 D \$20, 880 A \$20; Ky 480 A \$30; Maine 480 A \$15; Minn 510 A \$12, 540 Ca \$10; 540 Cb \$10, 540 D \$10, 760 C \$15; Neb 540 H \$75 (census), 540 J \$75 (census); NY 780 A \$25, 780 B \$15; Tenn 375 A \$15, 375 B \$15; Wisc 360 A \$25, 360 B \$30, 510 C \$25; Ontario 675 A \$18. (paid)
 Gordon R. Yowell - P.O. Box 1231 - Walla Walla, WA 99362
 FOR SALE: Cal 997 H I, 25¢ each + SAE. My personal token 1076 A for the asking.
 E.L. Tomberlin - 68 Oakes Blvd. - San Leandro, CA 94577
 50¢ FOR ANY TOKEN: Conn 40 B, 240 Ab, 290 J P, 560 D H; Fla 930 D; NC 20 B, 130 H, 240 E, 190 D, 350 B, 360 A, 450 D, 660 B, 980 D,H. Parking token mfg sample 3055 D. Please send 6¢ stamp so I may return your money as supply of these tokens is limited.
 Morton H. Dawson - 182 Whiting Lane - West Hartford, CT 06119
 FOR SALE: ORIGINAL BACK ISSUES OF THE FARE BOX 1964 to 1968 except Jan,Jun,Nov,Dec of 1965. 25¢ each p.p. Also 1952 loose-leaf and 1958 bound copies of Atwood Catalogue. Any reasonable offer, including postage, accepted.
 Ralph W. Winant - 500 W. Summit Ave. - Wilmington, DE 19804
 MAIL BID SALE OF TT's and PT's. Mostly common & obsolete. Send stamp for bid lists.
 Frank M. Beam - 209 Laurel Ave. - Pittsburgh, PA 15202
 AUCTION: Pa 725 C (small hole); Va 20 C; WV 890 B (small hole); timetable G; group of 5 diff. Mfg samples (4 Meyer & Wenhe & 1 Ohmer); Ia 150 B; Glasgow Corp. tramways plastic token; Scotland 400 E.
 Benjamin Egerton - 7 Montrose Ave. - Baltimore, MD 21212
 MERCHANT TOKENS & TRANSP. TOKENS OF Mansfield, Ohio, wanted. Please price with first letter. = John R. Smith - 323 Park Avenue West - Mansfield, OH 44906
 ANY 6 TOKENS for \$5.00 - All Penna. - 195 J, 235 A, 375 A, 455 E, 555 A, 675 B C D, 785 B D, 950 H I, 980 A. Will trade Avoca, Pa., rectangular plastic zone check for any 25¢ TT or PT I need. = Joe Pernicano - 58 Sonia Lane - Broomall, PA 19008
 AUCTION: Kans 30 C, 40 D; Ky 510 O; Md 300 A; Vt 150 A.
 George H. Wyatt - Skylark Lane - Lunenburg, MA 01462
 ARE YOU MISSING OUT? Over the past 5 years we have made beautiful personal tokens for many collectors. With an attractive old horsecar or trolley on one side & your name & address on the other, they are a collector's best calling card. 200 plastic tokens \$14.70 + \$5 die charge on first order.
 Yosef Kotler - Tayvat Doar 533 - Eilat, ISRAEL

UNIQUE (?) PARKING TOKEN M.S. Group 3002 A, Your Town U.S.A. - best offer accepted. Will also accept trade offer of any following TT's: Pa 73 A, 20 A, 165 D, 305 A, 350 A B C, 385 A B C, 495 D, 515 A, 675 A, 725 C, 745 A, 765 E F G H V, 965 E F.

FARE BOX COMPLETE - 1947-1969. Best offer in cash or in above TT's.

Ray Byrne - 701 North Negley Ave. - Pittsburgh, PA 15206

CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES except North America. First edition 1967 at \$5 either bound or unbound; specify which. Make check or M.O. payable to Kenneth Smith. Autographed if desired. Order directly from:

Kenneth E. Smith - 328 Avenue F - Redondo Beach, CA 90277

ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, 3rd edition 1970. 731 pages profusely illustrated. Cloth-bound or loose-leaf (pages only punched 3 ring) price \$10. Special price to AVA members, \$7.50 postpaid.

FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD, 1st edition 1966. 160 pages; cloth-bound or loose-leaf (pages only punched 3 ring) price \$4.50; special price to AVA members, \$3.50 postpaid.

American Vecturist Association - P.O. Box 1204 - Boston, MA 02104

= ALL AUCTIONS IN THIS ISSUE CLOSE JANUARY 11 =

Advertisements in THE FARE BOX are free to A.V.A. members. Simply write ad on separate sheet of paper (or, better, on a postcard) with name & address and mail to the Editor. Limit 6 lines in each issue. Ad must be different each month, and must be submitted each month (don't send more than one ad at a time). Auctions may not include tokens listed at under 25¢ in any catalogue, or tokens, regardless of value, which are still in use. If it does the entire ad may be thrown out.

= MITROPA TOKENS =
By F.J. Bingen

Several of my fellow members will have seen the tokens with MITROPA / 50 on both sides. By their name these tokens, of German origin, have been used by the Mitteleuropäische Schlaf- und Speisewagen Gesellschaft Mitropa, headquarters Berlin, one of the big companies that operated dining and sleeping cars on the European railroads before World War II. The company still exists though on a much smaller scale.

The said tokens, of which only the denomination 50 Pfennig is known, have always been a mystery to me, but recently I acquired an old Baedeker, the 21st edition of W. Baedeker's Nord-Deutschland Leipzig 1885, and on page 403 I read: "Ausserhalb der Diner-Zeit steht die Benutzung des Restaurationswagens gegen ein bei Abrechnung in Zahlung angenommenes Eintrittsgeld (50 Pfg.) für einzelne kurze Strecken frei." (Beyond dinnertime the dining car can be used on short sections against the payment of an admission of 50 Pfennig, that shall be refunded when paying for drinks etc.)

All at once the use of the Mitropa tokens is clear now. They were given as admission tokens, when entering the dining cars of the Mitropa Company, and thus they are strongly related to transport and therefore deserve to be entered in one of the many sections of Mr. Smith's Catalogue.

Description of the known types follows:

BERLIN

MITROPA 50 (ROSETTE)

| | |
|-----------|------------------------|
| o B 24 Sd | (same as obverse) |
| o A 24 Sd | " " " |
| o A 0c Sd | " " " (24mm) |
| o S 0c Sd | " " " " (brass-coated) |

1ST U.V.C. (Unorganized Vecturists of Chicago) Auction

MAILING ADDRESS:

P.O. Box 5994

Chicago, Illinois 60680

CLOSING DATE:

January 15, 1971

ALL TOKENS IN THIS AUCTION CATALOG \$1.00 OR MORE

ANY REASONABLE BID WILL BE CONSIDERED

| LOT # | DESCRIPTION | LOT # | DESCRIPTION | LOT # | DESCRIPTION | LOT # | DESCRIPTION |
|-------|-------------|-------|-------------|-------|-------------|-------|---------------|
| 1 | ALA 40 A | 47 | IND 980 B | 94 | MINN 760 A | 141 | TENN 430 A |
| 2 | ALA 40 B | 48 | IA 110 C | 95 | MINN 760 C | 142 | TENN 430 B |
| 3 | ALA 560 Q | 49 | IA 150 A | 96 | MO 370 M | 143 | TENN 430 Ga |
| 4 | ALA 750 F | 50 | IA 150 B | 97 | MO 440 A | 144 | TEX 145 B |
| 5 | ALA 750 G | 51 | IA 230 Ba | 98 | MO 440 R | 145 | TEX 445 J |
| 6 | ALAS 450 D | 52 | IA 300 G | 99 | MO 440 S | 146 | VT 150 D |
| 7 | ARIZ 640 D | 53 | IA 300 H | 100 | NEB 440 G | 147 | VT 150 E |
| 8 | ARIZ 640 E | 54 | IA 510 A | 101 | NH 30 A | 148 | VA 530 A |
| 9 | CAL 100 B | 55 | IA 640 L | 102 | NJ 115 B | 149 | WASH 780 U |
| 10 | CAL 205 C | 56 | IA 640 Rb | 103 | NJ 555 B | 150 | WVA 200 D |
| 11 | CAL 535 B | 57 | IA 640 Sa | 104 | NY 630 B | 151 | WVA 200 F |
| 12 | CAL 535 C | 58 | IA 890 B | 105 | NY 630 La | 152 | WIS 360 C |
| 13 | CAL 535 D | 59 | IA 930 C | 106 | NY 695 A | 153 | WIS 410 A |
| 14 | CAL 575 Aa | 60 | KAN 30 A | 107 | NY 780 B | 154 | WIS 410 B |
| 15 | CAL 575 F | 61 | KAN 40 D | 108 | NY 800 A | 155 | WIS 410 C |
| 16 | CAL 775 C | 62 | KAN 450 D | 109 | NC 450 E | 156 | WIS 500 A |
| 17 | COLO 260 P | 63 | KAN 550 A | 110 | NC 680 B | 157 | WIS 500 B |
| 18 | COLO 260 Q | 64 | KAN 820 A | 111 | NC 680 C | 158 | WIS 510 C |
| 19 | COLO 860 B | 65 | KAN 880 A | 112 | NC 880 B | 159 | WIS 510 D |
| 20 | CONN 235 B | 66 | KY 510 O | 113 | OHIO 10 M | 160 | WIS 510 F |
| 21 | FLA 380 R | 67 | KY 510 BC | 114 | OHIO 15 A | 161 | WIS 700 B |
| | (Gm coated) | 68 | KY 520 A | 115 | OHIO 15 B | 162 | WIS 870 A |
| 22 | FLA 530 A | 69 | KY 680 I | 116 | OHIO 165 T | 163 | WIS 980 A |
| 23 | GA 360 B | 70 | MD 60 I | 117 | OHIO 175 W | 164 | WIS 980 C |
| 24 | ILL 95 A | 71 | MD 60 K | 118 | OHIO 175 Xa | 165 | WYO 120 B |
| 25 | ILL 200 B | 72 | MD 60 X | 119 | OHIO 440 B | 166 | PHIL 100 A |
| 26 | ILL 200 C | 73 | MD 60 AN | 120 | OHIO 475 A | 167 | PHIL 500 A |
| 27 | ILL 220 F | 74 | MD 60 AO | 121 | OHIO 475 B | 168 | UNID 53 |
| 28 | ILL 315 B | 75 | MD 60 AP | 122 | OHIO 520 A | 169 | CAL 760 J |
| 29 | ILL 320 B | 76 | MD 940 A | 123 | OHIO 520 B | 170 | Complete |
| 30 | ILL 320 C | 77 | MD 940 C | 124 | OHIO 520 C | | 1966 Conv. |
| 31 | ILL 470 C | 78 | MASS 115 B | 125 | OHIO 860 B | | Pkg.-incl: |
| 32 | ILL 505 B | 79 | MASS 115 X | 126 | PA 15 E | | CAL 25A |
| 33 | ILL 600 C | 80 | MASS 505 A | 127 | PA 150 B | | CAL 105A |
| 34 | ILL 720 A | 81 | MASS 505 B | 128 | PA 165 C | | Knott's Berr |
| 35 | ILL 795 D | 82 | MICH 65 G | 129 | PA 320 A | | Good Luck |
| 36 | ILL 820 B | 83 | MICH 470 A | 130 | PA 400 C | | piece & |
| 37 | IND 180 A | 84 | MICH 680 A | 131 | PA 400 D | | Dinner Ticket |
| 38 | IND 330 A | 85 | MICH 680 H | 132 | PA 515 B | | |
| 39 | IND 450 B | 86 | MICH 1000 A | 133 | PA 725 A | | |
| 40 | IND 460 F | 87 | MICH 1000 B | 134 | PA 725 D | | |
| 41 | IND 460 G | 88 | MICH 1000 C | 135 | PA 725 H | | |
| 42 | IND 460 P | 89 | MINN 540 A | 136 | PA 750 AT | | |
| 43 | IND 610 E | 90 | MINN 540 D | 137 | PA 750 AU | | |
| 44 | IND 680 A | 91 | MINN 540 AE | 138 | PA 965 C | | |
| 45 | IND 930 B | 92 | MINN 620 B | 139 | RI 700 A | | |
| 46 | IND 960 A | 93 | MINN 620 C | 140 | SD 760 A | | |

CLOSING DATE:

1/15/71

THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

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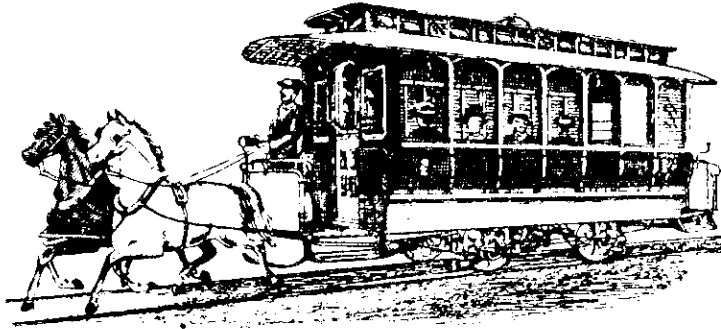
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Our 282nd Issue

January 1, at 10:25 p.m. We close out 1970 with the year's largest issue, and we believe one of the best. Included with this issue is a printed pre-addressed envelope for the mailing of your 1971 AVA dues to our Treasurer, Toby Frisbee - 211 King Street - Denver, Colorado 80219. Dues, remarkably enough, are still only \$4.00 in this society, and it is the biggest bargain around. So please put your \$4.00 check in this envelope, write your name & address & AVA number, and send it to Toby. It is extremely important for you to include your AVA number. Toby's lists are arranged by AVA number, rather than by names, and if you don't include it, his work is nearly trebled. Also remember to put a stamp on the envelope. It only costs you 6¢. If we paid the postage it'd cost the AVA considerable, and in these days of \$4 dues we even have to watch the paperclips around here!

Another word of advice: copies of THE FARE BOX continue to go to the addresses on file in Boston. If you wish to change your address for copies of THE FARE BOX, you must notify the Editor. The address in the Roster, or on your dues envelope, has no bearing on your Fare Box address plate.

We are always in need of good material to publish herein. You will notice that most of our issues are the work of the same small group of people. Mr. F.J. Bingen of Rotterdam, Holland, is one of our best contributors. Nearly every issue has his excellent scholarship in evidence. But we need more to publish. You can help by reporting New Finds to us, preferably on a separate sheet of paper: new finds of rare tokens. You can help by simple stories of how you came across a rare or scarce token... or good articles on the history of token-using firms. If nothing else, we are always delighted to publish your advertisements. Every AVA member has the privilege of inserting a free 6-line ad in every issue, and this is certainly worth more than the price of belonging to the AVA. Our ads are usually the first thing readers turn to, and everybody who reads THE FARE BOX studies the ads. They get a large response. Simply write your ad on a separate sheet of paper, or on a postcard, and send it to the Editor. Be sure to include name & address right on the sheet with the ad. Our rules are quite simple: your ad must be different each insertion; it must be sent in each month (don't send several at one time), and auctions must not list tokens catalogued at under 25¢ in any catalogue. Use abbreviations, such as +SAE (= plus stamped addressed envelope); TT's (= transportation tokens); PT's (= parking tokens). But remember, we love to print your ad!



= PUBLIC TRANSPORTATION IN MENOMINEE AND MARINETTE =
By Bob Kloida

In the twin cities of Marinette, Wis., and Menominee, Mich., the beginning of public transportation came when a horse and mule line was organized by Henry C. Higgins in 1889, as the Marinette Street Railway Co. Five miles of track was built with 20 of the long-eared animals providing the motivation. As might be expected schedules proved only as dependable as the mules. Passengers of those early days were treated as guests. The first passengers boarded at their own risk, for without ballast the single truck-mounted cars bounced in the air. In winter straw was used on the floor to keep the passengers' feet warm.

In 1891 the company bought six electric cars. For a few years motormen spent much of their time checking runaway horses that were frightened by the new cars. Passengers were surprised at the capacity of the new electrified cars, and could not understand how the cars ran as well when they were full as when they were empty.

As Marinette began to electrify, Menominee started construction of a street railway of its own. The first street railway in Menominee was The Menominee Electric Railway and Power Co. A spirited rivalry between the two companies commenced. Nevertheless when a car barn fire in the winter of 1898 threatened seriously to hamper service in Menominee, the Marinette company came to the rescue with all available cars and equipment.

The growing recognition by citizens of both cities that better gas, electric and streetcar service would result under one operation, the Menominee River Gas Co. and the Marinette Gas, Electric Light & Street Railway Co. united with the Menominee Electric Railway & Power Co. to form the Menominee & Marinette Light & Traction Co., hereafter referred to as M&ML&TCo, in the year 1903.

This part of the article is from an interview with Mr. C.O. Carlander of Menominee, who started with the M&ML&TCo in 1914 as a motorman, and the following will be some highlights that he can recall.

In the early days the cars were heated with coke stoves and coke bins were placed at certain spots along the lines to replenish the supplies for the cars. These were used until electric heaters were installed to give better heat, more room, and less dirt. At the height of the street railway operations there were twenty electric cars and twenty-four trailers, two snowplows, one sweeper car and one old car was used as a work car to haul rails and ties for repairing roadbeds. Four trailers were the most that were pulled behind one electric car. The trailers were used in the summer to carry passengers to Henes Park in Menominee and Lakeside Park in Marinette. The Lakeside Park was built by M&ML&TCo as a picnic grounds and amusement park with a bandstand, dance hall, open-air theater, roller coaster, etc., to increase revenues in the summer, and that is when the trailers were used.

In 1916 the night foreman died. He had been employed for 26, and the General Manager received permission from the family to have one of the cars trimmed up and used as a hearse. The family was transported in a special car behind the funeral car from the church to the cemetery. This was the only time this was ever done.

In 1922 the Wisconsin Public Service Corporation bought the M&ML&TCo and operated it as a wholly-owned subsidiary. In 1923 and 1924 a substantial upgrading of the system was authorized, and the tracks and trolleys were reconditioned, and six new safety cars (St. Louis cars) were put into service. These were the last cars to be purchased for the street railway operation.

These refinements in service, however, did not appreciably improve the operating results. To make matters worse the two of three bridges connecting the two cities, and over which the streetcars operated, had become old and unsafe, and were condemned for heavy loads and streetcars operations. This resulted in a separate transportation system for each city, and reduced street railway revenues about half, although the operating expenses remained constant.

After much consideration, an agreement was finally reached between M&ML&TCo and the cities of Marinette and Menominee, providing for the following changes: first, the abandonment of 12-minute streetcar service. Second, the institution of 20-minute bus service. Third, the removal of the trolley and tracks and restoration of the pavement equal to the condition of the adjacent street. Fourth, abandonment of the

old street railway fare of 7¢ cash, 5¢ ticket, 4¢ children's cash, 3¢ children's ticket. Fifth, institution of a 10¢ cash fare with 3 tokens (Mich 630 B) for 25¢, together with a children's cash fare of 5¢ and tokens (Mich 630 C) for school children of all ages on school days of 5¢ each.

In accordance with this agreement, the company purchased eight new Reo buses. On Saturday, March 27, 1928, the buses took over. Several additional buses were purchased in order to meet the demands of the coming winter. For snow-fighting, a large truck was equipped with a snowplow attachment to clear the routes. The former car barns of the company located in Menominee were converted into garages. The company personnel were changed very little as former streetcar operators had been trained for bus operations and former operators unable to take over had been absorbed in other branches of the company, such as gas and electric departments. The old streetcars were given to the cities.

The company continued to operate the buses until 1935. At that time a group of 10¢ taxi operators and bus drivers bought the buses and changed the name to Twin City Transportation Company (see Wis 430 A-J). They provided a 7-day, 6 a.m. to 11 p.m. schedule. They also provided some charter service, and ran a bus to meet the Milwaukee Road fast passenger train, "The Chippewa," which ran from Chicago to the copper country in Upper Michigan. This train went through Coleman, Wis., which is located about 20 miles west of Marinette. The firm prospered through the war years and for a few years after. Then declining revenues forced them to increase fares more often and reduce service.

In June, 1958, the groups decided to sell the line to two of their drivers, Clarence Conrad and Clem Belmore, who changed the name to Twin City Bus Company (see Wis 430 K). They continued to use the Wis 430 A to J. 430 K was the only token issued by Twin City Bus Co. But once again declining revenues and increased operating costs forced the company to apply to the Public Service Commissions of Wisconsin and Michigan to abandon bus service in the twin cities. Permission was granted.

So, after having public transportation for over 80 years, on February 13, 1970, the last two buses pulled into the garage. At 5:20 p.m., my youngest daughter and I joined a few others and boarded a bus at Dunlap Square in Marinette for the last trip to the north end of Menominee, and back to the garage. The other bus left Electric Square in Menominee for the last trip to Marinette, and returned to the garage at 5:50 p.m., February 13, 1970. The end of an era.

= AUTOBAHN MÜNCHEN =
By F.J. Bingen

Finding a token like this one:

AUTOBAHN MÜNCHEN

o B Hx Sd 8 (22mm)

could lead a vecturist to the supposition he had discovered a modern toll road token. For Autobahn is the German word for "highway," and the number on the reverse could mean that it was valid for the entrance number 8!!

When I obtained this token from a junk box, however, there was some doubt. I had never heard that on any German highway tolls had been collected. Therefore I investigated at the Stadtbauamt in Munich. Their information was quite discouraging. The tokens in question had really been in use on the Autobahn, but not as toll tokens. It had been used by waiters in the highway restaurant. And there my dream went up in smoke. No new Munich listing!

By the Stadtamt I was told they had used tokens, also. Besides the old iron item with STADTBAAUAMT and the arms on Munich, the workmen on the roads had used recently:

S B A MÜNCHEN

o A 21 Sd Gut Für 1 Flasche Sprudel
o A Sq Sd Flaschen Pfand (bottle)(rounded corners)(22mm)

= A VECTURIST IN HAMBURG =
By F.J. Bingen

As early as 1960 I had an appointment with Dr. G. Hatz, Director of the numismatic department of the Museum für Hamburgische Geschichte (Museum for the History of Hamburg). I had asked Dr. Hatz to inform me about some Hamburg transportation tokens in my collection, and in his response he told me his museum had a large accumulation of Hamburg transportation tokens. He invited me to visit his museum, where he would show me these tokens and give me all the information I needed. It was not, however, until 1967 that I had--quite by accident--an opportunity to respond to this invitation. Our vacation in this year became, through family affairs, a failure and this gave me the chance to pay the long-wished visit to Hamburg. Saturday morning I went by train to Groningen in the north of the Netherlands and from that city I took the Europe-bus that brought me through the East Frisian country to Hamburg, where I arrived about 6:00 in the evening. I had the luck to find a hotel right opposite the museum. To reach it I made my first trip on the famous Hochbahn. Incidentally, the initials on the city bus token (Smith 390 R) are not H A H but HHA (Hamburger Hochbahn Aktiengesellschaft). The trains run partly underground and partly as elevated railway. Later on I shall tell you more about the H H A.

Monday morning at 9:00 a.m. I made acquaintance with Dr. Hatz and after a short talk a real vecturist's fiesta began. Out came the layers and now we start with:

PART I. OMNIBUSES, STREETCARS and STREET RAILWAYS.

Already the first layer exposed some real beauties, the large brass John Andly tokens. John Andly, a Hamburg citizen, bought in the beginning of 1824 some English stage coaches and about Easter of that year opened a service between Hamburg, Flottbeck and Wandsbeck. Andly issued the following tokens:

ABONNEMENT AUSE: SON: U. FESTTAGE D: STAGE COACHES N^o (STAGE
COACH WITH 4 HORSES) 16 SC: ERICHT: D: 16: APR: 1824 J. ANDLY
(INCUSED NUMERAL OF DENOMINATION)

A o B 47 Sd (incuse)
B o B 47 Sd (incuse)(with 14 SC: on obverse)
C o B 47 Sd (incuse)(with 12 SC: on obverse)
D o B 47 Sd (incuse)(with 10 SC: on obverse)
E o B 47 Sd (incuse)(with 8 SC: on obverse)

I have never seen more beautiful tokens than these items of Mr. Andly, picturing the stage coach with four horses at full gallop. Translation of inscription: "Ticket for the stage coaches, not valid on Sundays or holidays, founded 16 April 1824." In the same year Andly started a horse-drawn cab service in Hamburg. For this service he also issued some tokens, in every way as neatly designed as his stage coach tokens. The description is as follows:

DROSCHKEN Z: BEQUEMLICHK: D: HAMB: U: AUSWÄRT: PUBLIC: ERRICHTET D:
13 DC: 1824 8 SC: (CAB WITH ONE HORSE) I: ANDLY
F o B 47 Sd (incuse)
DROSCHKEN Z: BEQUEMLICHK: D: HAMB: U: AUSWÄR: PUBLIC: ERRICHT: D:
13:D: 1824 4 SC: (CAB WITH ONE HORSE) I: ANDLY
G o B 41 Sd (incuse)

Translation: "Cabs for the comfort of the public of Hamburg and of foreigners, founded the 13th of December 1824. 8 Schilling." The cab traffic in the narrow streets of the city soon forced the city authorities to draw up traffic regulations. After 1825 in Hamburg all traffic had to drive to the right and had to overtake to the left. Very modern measures indeed. Andly probably was too modern for his time. His enterprise failed. In May, 1827, his 50 "Droschken" and his 10 stage coaches were auctioned.

The first regular town service was established by Mr. G. Basson. From 31 October 1839 on his horse-drawn omnibuses operated between Hamburg and Altona, a neigh-

boring town. The company was called the Basson'sche Omnibus-Actien-Gesellschaft. Regular tokens were not issued, but there is known a brass pass for the director:

BASSON'SCHE OMNIBUS-ACTIEN-GESELLSCHAFT DIRECTION

PAo B 28 Sd (blank)

Soon more people entered the omnibus business. One of them was C.H. Soltau, who ran omnibuses between Hamburg and Uhlenhorst, at that time a village near Hamburg and now a part of the city. In 1876 he started to run omnibuses between the Lübecker Tor (Gate) and Graskeller. In 1883 this line was taken over by the "Omnibus Actien Gesellschaft vormals Soltau" (late Soltau) and it was this company that issued the following oval white metal pass:

OMNIBUS ACTIEN GESELLSCHAFT VORMALS SOLTAU (script) AUFSICHTSRATH

PBo WM Ov Sd (blank)(43x59mm)

For over 50 years the omnibuses gave their services to the citizens of Hamburg. On May 6, 1890, the last omnibus of the B.O.A.G. drove from Hamburg to Altona. A few months earlier Soltau had stopped his services. The horse-drawn street railway had won the competition.

The first of these streetcar companies was the Pferde-Eisenbahn-Gesellschaft Hamburg. This company was founded in October, 1865, by Mr. A.F. Möller, a Danish engineer, who had also built the first horse-drawn streetcar lines in Copenhagen. On August 16, 1866, the line from Hamburg to Wandsbeck came in use. There was one fare of 3 Schilling on the whole line. Fifteen tickets were sold for 2 Mark 8 Schilling. In the museum in Hamburg there is such a cardboard ticket:

PFERDE-EISENBAHNGESELLSCHAFT zu HAMBURG 3 Sch

H o F Ov Sd Pferdebahngesellschaft. H.W in circle (blue)(26x35mm)

Several other companies followed: in 1876 the "Hamburg-Altonaer Pferdebahn-Gesellschaft," in 1880 the "Strassen-Eisenbahn-Gesellschaft in Hamburg A.G.," that soon (in 1881) took over the P.E.G. It is from the S.E.G. that we already know that fine large brass token (Smith 390 A):

HAMBURGER STRASSEN-EISENBAHN (HORSEHEAD IN WHEEL)

PCo B 50 Sd (blank)(not a regular fare token, but a pass)

In 1883 was constituted the "Hamburg, Altona and North Western Tramways Company Ltd." and in 1886 the "Grosze Hamburg-Altonaer Strassenbahn-Gesellschaft." The latter was already in 1892 taken over by the S.E.G. and in the beginning of the 20th Century all the existing streetcar companies were reorganized and united in the Strassen-Eisenbahn-Gesellschaft the S.E.G.

The Hamburger Hochbahn Aktien-Gesellschaft was founded in 1911 by Siemens and Halske and the Allgemeine Elektrizitäts Gesellschaft AEG. At the end of World War I in 1918 the Strassen Eisenbahn Gesellschaft was taken over and at the same time the Hochbahn became a government undertaking. There seems no need to relist here the tokens of the HHA, but readers may be interested in knowing the dates between which the cardboard, porcelain and steel tokens of this company were used:

H H A (in circle)

I o F Sq Sd 20 20 Hoch Bahn Ham Burg (swa) 20 20 20 (35mm)(rounded corners)
(used January 20, 1920, until December 31, 1921)

J o F Sq Sd Hoch Bahn Ham Burg (swan) 30(33mm)(used May 22, 1920, to 12/31/21)

K (Smith 390 O) 40 Pfg. porcelain - issued May, 1920; obsolete March 31, 1921.

L (Smith 390 P) 20 Pfg. steel - issued January 25, 1921; obsolete October 31, 1922.

M (Smith 390 Q) 30 Pfg. steel - issued 1921; obsolete October 31, 1922.

It further may interest my readers to know that the HHA issued, after the reestablishment of the so-called gold mark, the following cardboard token:

H H A (in circle)
 N o F Sq Sd Hamburger Hochbahn Aktiengesellschaft Wechselmarke gültig für 1
 Goldpfennig Diese Marke wird bei Lösing von Fahrscheinen und
 Fahrkarten in Zahlung genommen (36mm)

These listings can be closed with

H H A (2 stars and cross)
 O o WM 18 Sd Citybus (Smith 390 R)

The information above was for the main part derived from Mr. Rolf Heyden's very interesting book *Die Entwicklung des öffentlichen Verkehrs in Hamburg von den Anfängen bis 1894*, issued by the Museum für Hamburgische Geschichte in 1962. The dates for the HHA tokens were kindly supplied by Mr. E. Ihde, a well-known expert on Hamburg transport.

We now come to

PART II. FERRIES and SHIP TRAFFIC

Besides the traffic on the road, Hamburg has had and still has a very extensive traffic on the rivers Elbe and Alster.

a. River Elbe.

From early times many boats crossed the River Elbe near Hamburg and the rise of its harbor made it necessary for millions of men to be transported over the water by ferry each year. From known tokens we already have the names of some of the owners of these ferry boats: P. Gall (Smith 390 D), Grell (not "Crell" - Smith 390 E,F) and Gebr. Lüders (Smith 390 B,C). But now I have to remind you that we still have before us Drawer Number One with the tokens from the collection of the Hamburg Museum. And there we find next the following tokens:

PHÖNIX 5 (?) (monetary unit unreadable, probably Sk) (incuse)
 AAo B Ov Sd (blank) (43x28mm)
 PRIMUS 4 S (incuse)
 ABo B Ov Sd (incuse) (37x26mm)
 COURIER 1 M 20 (denomination incuse)
 ACo B Hx Sd (blank) (27mm)

It was Mr. Christian Krogmann of the firm of Wachsmuth and Krogmann at Hamburg who solved the riddle of these tokens for us. Mr. Krogmann told me that as early as 1841 a ship, called "Kleiner Primus" maintained a service between Hamburg and Harburg. In 1846 the Primus Company was founded, which owned the ship "Primus II" and about the same time the Courier Company was founded, with the steamer "Courier," which took care of the goods traffic between Hamburg and Harburg. In 1866 a third steamer was put in use, also called "Primus." Both companies united in 1867 with the owners of the ship "Delphin" (Wachsmuth and Krogmann, founded in 1797) and of the steamer "Phoenix" (Fa. Gleichmann) to the Vereinigte Hamburg-Harburger Dampfschiff-fahrtgesellschaft Wachsmuth und Krogmann. This company, which was called in popular language (after one of its boats) the "Köhlbrand-Linie," owned the steamers Courier, Delphin, Köhlbrand, Moorburg, Phoenix, Primus and Union (pay attention to any token bearing one of these names!). From the beginning of the new company must date the tokens AA and AB, their denomination still being expressed in Schillings, a monetary unit used until 1875 in which year it was changed to Pfennigs and Marken (16 Schillings = 12 Pfennigs). The company got new ships of course, but they all had the same names and token AC was used on the steamer Courier at the end of the 19th Century.

In the collection of the Hamburg Museum there is also the following token:

FREIA FÄHRGELD M.1
 o WM 24 Sd (blank)

but I am not sure whether this token was really used in Hamburg, as I couldn't find a quotation to a firm called Freia. Until further information I therefore should want

to list this token as Unidentified.

The river crossing traffic was, as said before, very intensive. One of the oldest ferry owners was Mr. Frey, from whom are known:

STEINWAERDER-FAEHRE FREY (ROWING BOAT WITH PADDLER)
AEo B 32 Sd (incuse)(vars.)
a. (no period after FREY)
b. (period after FREY.)

A second company, issuing tokens, was that of Gebr. Möller. They used the following tokens:

GEBR. MÖLLER
AFo B 18 Ch Oberhaven-Fähre
OBERHAFFEN DAMPFSSCHIFFFAHRT CONTROLL MARKE
AGo B Ob Sd Nur Gültig Für Badegäste Zur Rückfahrt (31x22mm)(clipped corners)

Token AG needs some explanation. The ferries in the Hamburg harbor had mostly a uniform fare of 5 Pfg. for every crossing in the daytime and of 10 Pfg. at night. Trips to bathing establishments (sometimes owned by the ferryboat owners), however, had a special fare. The return fare for the Steinwaerder Baths was at first 4 Pfg. and later 5 Pfg. For these fares special tokens had to be issued, AG being one of these special fare tokens for the baths. A very old item, used as a fare token for a trip to a bath house, is the following quite simple one:

BAD (in circle)
AHo S 29 Sd (incuse)

Further on more tokens for visitors to bath houses will be listed in their proper place.

On August 8, 1888, was founded the Hafen Dampfschiffahrt A-G., the well known H D A G, now called the HADAG. The first burden of this young company was to take over in 1888 the still existing Elbe ferries, of which there still were four: the already mentioned firms of P. Gall and Sohn, of J.G. Grell and Sohn, and of Gebrüder Lüders and the until now unknown ferry of Christian Walther.

Let us first list the tokens of these four old ferries, as they were found in the drawers of the museum in Hamburg:

KL. GLASBROOK-FÄHRE P. GALL (incuse)
AIO Z 25 Sd (incuse)
P. GALL
AJo B 20 Sd (blank)(Smith 390 D)
AKo B 20 Sd 5 Pf.
KL. GLASBROOK-DAMPF-FÄHRE P. GALL ARBEITER MARKE
ALo B 24 Sd (blank)(vars.)
GRELL'S DAMPF-FÄHRE (ARMS OF HAMBURG) GÜLTIG FÜR EINE FAHRT (incuse)
AMo B 29 Sd (incuse)
GRELL'S DAMPF-FÄHRE (FERRY) GÜLTIG FÜR EINE FAHRT (incuse)
ANo B 29 Sd (blank)(Smith 390 F)
GRELL'S DAMPF-FÄHRE (FERRY)
AOo B Sm Sd (blank)(30x20mm)(semi-circle with clipped corners)
GÜLTIG FÜR EINE FAHRT ZWISCHEN STEINWÄRDER UND KL. GRASBROOK
GRELL'S FÄHRE (in square)
APo Z Sq Sd (blank)(27mm)(clipped corners)
GRELL'S DAMPF-FÄHRE (FERRY) HAMBURG STEINWÄRDER KL. GRASBROOK
AQo B 29 Sd (blank)(Smith 390 E)
GÜLTIG FÜR KINDER GRELL'S FÄHRE
ARo B Tr Sd (blank)(rounded corners)(27mm)
ASo K Tr Sd (blank) " " "

| | | | |
|-------|----|----|---|
| ATo B | Sq | Sd | GÜLTIG FÜR ARBEITER GRELL'S FÄHRE (blank)(24mm)(rounded corners) |
| AUo B | Sq | Sd | GÜLTIG FÜR ARBEITER GRELL'S FÄHRE (in square) (blank)(25mm)(rounded corners) |
| AVo B | Sq | Sd | GÜLTIG FÜR DIE LEUTE DER R.S.M. FABRIK FÜR EINE FAHRT AUF GRELL'S FÄHRE (blank)(24mm)(rounded corners) |
| AWo K | 29 | Sd | STEINWÄRDER-FÄHRE (FERRY) GEBR. LÜDERS (blank) GEBR:LÜDERS |
| AXo B | 22 | Sd | Steinwaerder-Faehre (ferry)(Smith 390 B)(vars.) |
| AYo B | 22 | Pc | " (Smith 390 C) GÜLTIG ZU ANFANG DER ENDZEIT DER ARBEIT. ARBEITER-MARKE (FERRY) GEBR. LÜDERS |
| AZo Z | Ov | Sd | (blank)(30x26mm) ARBEITER-MARKE (FERRY) GEBR:LÜDERS |
| BAo B | Ov | Sd | (blank)(30x25mm) VEDDELER-FÄHRE GEBR.LÜDERS |
| BBo B | 21 | Sd | (blank) VEDDENER-FÄHRE KINDERMARKE GEBR. LÜDERS |
| BCo B | Ob | Sd | (blank)(rounded corners)(20x17mm) BAD (FERRY) GEBR:LÜDERS |
| BDo B | Ob | Sd | (incuse)(clipped corners)(28x18mm) |
| BEo Z | Tr | Sd | (blank)(clipped corners)(33x17mm) STEINWÄRDER-FÄHRE W (W = Walther) |
| BFo B | 24 | Sd | (incuse) E. WALTHER |
| BGo B | Ob | Sd | Steinwärder Fähre (rounded corners)(22x19mm) WALTHER'S-FÄHRE ARBEITER MARKE |
| BHo B | 25 | Sd | (blank) |

It is most probable that in one of those series belongs the token, listed by Mr. Smith in THE FARE BOX of December, 1968, page 172, as 390 T. Also 390 YA could be a Hamburg ferry token.

The government of Hamburg also issued some tokens for their officials. And further the ferry owners had the fire watching in the Hamburg harbors. Several ferry boats therefore had a fire unit on board. The supervision of these units was in the hands of the government, which issued a special token for these fire officials. The said tokens are described as follows:

| | | | |
|-------|----|----|--|
| BIO B | 24 | Sd | FÄHRMARKE (ARMS OF HAMBURG ON ANCHOR) (blank) |
| BJo B | 24 | Sd | FÄHRMARKE (ARMS OF HAMBURG ON ANCHOR) MARINE (blank) |
| Ko B | Hx | Sd | FÄHRMARKE QUAI VERW. (ARMS OF HAMBURG ON ANCHOR) (blank)(24mm)(Smith 390 H) |
| BLo B | 27 | Sd | FEUERLÖSCH-DEPUTATION (ARMS OF HAMBURG) Fährmarke (Smith 390 G) |

The negotiations that were carried on by the H.D.A.G. with the old ferry owners were very difficult. Their claims were exorbitant. Nevertheless with the help of Mr. Dr. Leo, a member of the Senate of Hamburg, the parties came to each other and nearly all the traffic in the harbors of Hamburg came into the hands of the HDAG. The fare for a normal crossing was fixed at 5 Pfg., a fare that was maintained until 1910 and for workmen until 1921.

As early as 1890 the HDAG introduced, after the example of Liverpool, for its ferries' turnstiles, (in German Drehkreuze) special tokens. And for this purpose the following tokens were issued:

H D A G

CAo B 24 Sd Faehrzeichen (Smith 390 I)
CBo B 24 Sd Faehrmarke (vars.)(Smith 390 J)

Besides these there were also used on the ferries the following tokens:

H D A G

CCo B Hx Sd Contremarke (20mm)
CDo B Ob Sd " (22x19mm)(rounded corners)
CEo B Tr Sd " (24x15mm)(rounded corners)
H.D. A.G. (in Gothic letters on 2 lines)
CFo B 22 Sd Arbeiter Marke (Smith 390 N)

As stated before the fare for the ferries crossing the River Elbe was 5 Pfg. Ferry nr. VII, which connected the city with the new Kuhwärder harbor till the Rosshöft and the Vulkanhöft, had to make a much longer trip than the other ferries and in August, 1908, the H D A G got the allowance to charge on this ferry a fare of 10 Pfg. For this special fare there were issued the following tokens:

H.D.A.G.

CGo B Oc Sd Ross (20mm)
CHo B 20 Sd Faehr Marke V

There was much opposition to this fare, especially from the direction of the Vulkan shipyards, whose workmen had to pay 20 Pfg. on every working day. On June 23, 1910, there was introduced a new fare tariff of 10 Pfg. for all ferries, with a reduction of 5 Pfg. for workmen who went to or came from the yards and factories in the harbors. The new workmen's fare was also valid on Ferry nr. VII, and so the tokens CG and CH became obsolete at the same time.

For officials there were issued by the H D A G the following tokens:

H.D.A.G.

CIO B 19 Sd Freizeichen 2 (for officials of the company for Ferry nr. 2)
CJo B 19 Sd Freizeichen H (for officials of the company on the so-called Hafenrunde)(Smith 390 K)
CKo B 19 Sd Freizeichen P (for post or police officials)(Smith 390 M)
CLo B 19 Sd Freizeichen Z (for Zoll (= custom) officials)(Smith 390 L)

The town authorities issued for their policemen a token, also:

FÄHRMARKE (ARMS OF HAMBURG) POLIZEI

CMo Z 24 Ch (blank)

The H D A G also had its special fare for visitors of the bathing house in Steinwärder. The return fare from 1888 until 1921 was 4 Pfg. and the tokens used were the following:

H D A G

CNo B 18 Sd Bade-Anstalt

H.D.A.G.

COo B 20 Sd Damen Badeanstalt Steinwärder

Little by little the Hadag that had become a government undertaking in 1918 too, took over all the other private ferry and boat companies on the River Elbe, of which a few still existed. The Vereinigte Hamburg-Harburger Dampfschiffahrt gesellschaft, mentioned before, was one of the last. Their boats were taken over June 30, 1937. The tokens of this company had been out of use long before, in fact since the end of the 19th Century. The tokens of the H D A G became obsolete in the early twenties.

b. River Alster

Hamburg is built at the confluence of the River Alster and the River Elbe. In comparison to the Elbe the Alster is but a small river with many locks (in German: Schleusen). The traffic on this river therefore was for a long time kept up by row boats. Only in 1857 the first steamer entered the Alster and it lasted until 1859, when a steamboat service on the River Alster was introduced with the steamer "Alina." The owner was Mr. J.J. Parrau. Soon the owners of the rowboats united and they, too, purchased a steamer, the "Concordia," which started in 1860. There were, as far as known, no fare tokens used on the Alster ships. Nevertheless two tokens can be attributed to the boat traffic on the Alster. For the passing of the locks the boatmen had to pay a toll. This was done with tokens, which are described as follows:

S (ANCHOR)

DAo Bz 26 Sd (arms of Hamburg)

SÄMTLICHE ALSTER SCHIFFER SCHLEUSSEN-KARTE

DBo B 33 Sd (blank)

By now the traffic on the River Alster is, strangely enough, in the hands of the Hochbahn. In the Hochbahn now are united the underground, the electric street railways, the buses and the Alsterboats, while the Hadag runs the traffic on the River Elbe with its more than 100 boats and steamers. Since April, 1963, there has been a fare agreement between both companies.

We now are nearly at the end of the collection of transportation tokens in the Hamburg Museum. There only remain the gate tokens, of which Mr. Tietjen of Hamburg has given the readers of THE FARE BOX such an excellent survey in the March, 1967, issue, page 45. Besides the large copper, brass, and cardboard items with THOR=SPERRE, of which far more than 100 different pieces are known, there have come to light whole sets of steel gate tokens. Some of these have been used for the water gates. Others seem to have been put in use for the gates in the streets less than a year before 1860, the year in which the toll was abolished.

As too little is yet known of these gate tokens they will not be listed now. Perhaps I shall be able to give a description and a catalogue later on.

At the end of this article I may express my kind thanks to all who have helped me with information of all kinds. Special thanks go to Mr. Dr. G. Hatz, who was so kind as to show me the marvelous collection of his museum.

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75 Jahre Hadag, Hamburg 1963
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 Fahr mit uns, periodical of the H H A, 1966/70

= VICKERS PURCHASES EDKINS COLLECTION OF PARKING TOKENS =

Ed Vickers, who already owned the world's largest parking token collection, has trumped his own ace by adding to it the second largest collection of parking tokens, that of Don Edkins. Mr. Vickers bought the entire collection this Fall while stopping by at Williamsburg for a visit.

= DECEMBER SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =

By Kenneth E. Smith

FRANCE

Paris 660 (Reported by F.J. Bingen from the Royal Coin Cabinet, Brussels, Belgium)
COMPAGNIE DES BATEAUX A VAPEUR OMNIBUS SERVICE DE LA SEINE

| | | | |
|-------|-------|---|--------|
| AFo B | 21 Ch | Trajet Partiel 10 Cents. Demi-Place | \$3.00 |
| AGo B | Sq Sd | Grand Trajet 30 Centimes Place Entiere (26mm) | 3.00 |

(These tokens are companion pieces to 660 H O P AA AB)

BATEAUX PARISIENS

| | | | |
|-------|------------|-----------------------------------|------|
| AHo B | Ob Sd | (blank)(41x17mm)(rounded corners) | 2.00 |
| AIo B | Ov Sd | St. Cloud - Suresnes (42x20mm) | 2.00 |
| AJo B | Sq Slot-sc | 20c (27mm)(rounded corners) | 2.00 |
| AKo B | 31 Sd | 25c | 2.00 |
| ALo B | Sq Sd | 40c. (28mm)(rounded corners) | 2.00 |

With the discovery of these tokens and other information available certain conclusions can be drawn with a fair degree of certainty that I am correct. LA COMPAGNIE GENERALE DES BATEAUX PARISIENS operated three lines with a common intersection at Auteuil (Pont du Jour) which is where the West Wall of Paris crosses the River Seine. The fares on Sundays and holidays were double the fares on weekdays. In those days Saturday was a weekday. Line one of the company was Pont de Charenton to Pont National to Pont d'Austerlitz to Hotel de Ville to Louvre to Pont Royal to Invalides to Trocadero to Auteuil. This line apparently used the following tokens: 660 AK as a Sunday 25c fare from Charenton to Auteuil. AH as a Sunday 15c fare from Charenton to Pont d'Austerlitz. 660 R as a Sunday 20c fare from Pont d'Austerlitz to Auteuil. V as a weekday 10c fare from Pont d'Austerlitz to Auteuil.

Line 2 of the company was Hotel de Ville to Pont Royal to Invalides to Auteuil. On this line the Slot-sc tokens were apparently used. For Sunday use 660 Z and AJ. For weekday use 660 W and X.

Line 3 of the company was from Pont Royal (Tuileries) to Pont de la Concorde to Auteuil to Billancourt to Sevres to St. Cloud to Longchamps to Suresnes. This line apparently used the following tokens: AI as a Sunday fare from St. Cloud to Suresnes. Y as a workday fare from Tuileries to Suresnes for 20c. AL as a Sunday 40c fare from Tuileries to Suresnes. In later years due to the rise in the cost of living the fares had to be raised so that when the above tokens were reordered it was without values on them. The reordered tokens with blank reverses for the above lines are 660 S T U AD and AC. When the fares were raised the brass nickel-plated BATEAUX PARISIENS token known should have a regular brass, not nickel-plated, counterpart. This means that there are several non-plated brass tokens still to be discovered. Let's find them. I would be interested in getting rubbings from all the collectors of all the BATEAUX PARISIENS to see if there are varieties.

Mr. Bingen also reports the following:

ENTREPRISE GLE DES OMNIBUS (HORSECAR)

Z 20 Sd Bon Pour Une Place 40c Sans Bagage (10-sided)

From other information I have I think he is in error and the token should be:

ENTREPRISE GLE DES OMNIBUS S. Jne & Cie (HORSEDRAWN OMNIBUS)

Pt 20 Sd Bon Pour Une Place 40c Sans Bagage (10-sided)

For the following reasons: Tokens of this company have been reported as zinc before but upon closer examination turned out to be a lead type pewter, and I think this token, if checked closer, is one also. This company puts in small letters, but still easily readable, S. Jne & Cie on its obverses so I think if looked at closer this should be found. This was a horsedrawn omnibus line and not a horsecar line so if we could get a picture of the vehicle I think it would be a horsedrawn omnibus such as on 660 Q. Therefore I'm holding up listing this one until we get it confirmed. Same with the JOSEPHINES token; not enough proof that it was really transportation.

= DECEMBER SUPPLEMENT TO ATWOOD'S CATALOGUE =
By Ralph Freiberg

CALIFORNIA

Patterns 998 (Reported by Max M. Schwartz)
E WM 16 Sd (same as 575 Q but White Metal and solid)

ILLINOIS

Illinois State Highways 430 (Reported by Joel Reznick)
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
C Bz 29 Bl To Be Used at Unattended Ramps For Official Use Only
(* 12/2/70) \$0.50

MARYLAND

Glen Burnie 550 (Reported by John Bartunek)
PASCAL FOR SENATE 6-B GOOD FOR 1 FREE RIDE
THE HI-SLIDE GLEN BURNIE AUTH. J. PERRY, TREAS.
A o We 38 Sd Wooden Nickel (Indian) [used in Nov. 1970 election] .15

NEW YORK

New York City - Queens 631 (Reported by Max M. Schwartz)
QUEENSBORO BRIDGE RY. CO., INC. (BUS)
T B 16 Bl Good For One Fare (bus) [2 slots] (* 1970) .15

OHIO

Cincinnati 165 (Reported by Joe Pernicano)
(OBVERSE SAME AS 165 AE)
AI WM 16 Bl (like AE but white metal) .40
Patterns 998 (Reported by Max M. Schwartz)
L Bz 16 Bar (same as 165 R but bronze instead of WM)

PENNSYLVANIA

Wilkes-Barre 985 (Reported by Frank W. Guernsey)
(OBVERSE SAME AS 985 F)
I o WM 20 W Good For One 5¢ Fare ??

RHODE ISLAND

Newport 520 (Reported by Hector Turgeon)
(OBVERSE SAME AS 520 K, EXCEPT THAT LETTERS ARE INCUSE)
L B 28 Sd Newport Bridge Newport Bridge f (small hub)
(incuse letters) (* 11/70) 2.00

UNIDENTIFIED

(all reported by Max M. Schwartz)
BUS TOKEN H T
112 A 22 Pc (blank)
T.P.R. - 1 - FARE
113 B 23 Sd James Bown & Son Pittsburgh, Pa. (all letters incuse)
PASS ONE THRU
114 K 27 Sd (same as obverse) (hand-struck incuse lettering)
(Possibly struck over an abraded-down large cent)

= NOTES BY RALPH FREIBERG =

Strictly speaking none of these Illinois highway tokens are supposed to be sold to the public. However, because collectors have written in for them, they have consented to sell the tokens to the public for \$2.00 each. The toll for which the token is valid is much less than \$2.00, so collectors may use their own judgment in buying these. Obviously the authority is out to make something off collectors. But if you

want to write for the token (which will not be handled by the New Issues Service), send \$2 + SAE to The Illinois State Toll Highway Authority - East-West Tollway and Midwest Road - Oak Brook, IL 60521 - Attn. M. Wolter. The token is the same as B but with "Authority" in place of "Commission" in the inscription.

One reason authorities and companies sometimes hold us up is that collectors, eager for possession, will rush in and offer high prices for their tokens. This gives them the idea. Incidentally, you could probably get the 430 A and B tokens at the same price if you wished, from the Authority.

Next a wooden nickle. There is a lot of hanky-panky in the issue of wooden nickels, and there are a lot of them which we don't list because they were concocted in the mind of the manufacturer. However, we do list those which we know were actually used for something related to transportation...albeit most of them are still junk throwaways. The one listed this month was used in the election of Robert A. Pascal for State Senator from Maryland District 6-B. He won. The token was given away for a ride or a slide on the "Hi-Slide" at Glen Burnie, Md. New Issues Service will not handle these wooden nickels because they are too likely to get broken in the mail. We do know this one is OK because Mr. Bartunek got one from a relative down that way.

The old 23mm Queensboro Bridge tokens had been used at 4 for 25¢. When New York City went to a 30¢ 23mm token, too many of the old 23mm Queensboro Bridge tokens began showing up in NYCTA turnstiles. So Queensboro Bridge Railway switched to little 16mm tokens to solve that problem. The buses of the "Queensboro Bridge Railway" are operated by Steinway Transit Corp., and Mel Fox reports that tokens may only be purchased at the cashier's office of the Goldwater Hospital. They won't send them out to us. However, Mr. Schwartz did obtain 40 of them, and these will be sent to the first forty numbers on the New Issues List.

It seems that, in Cincinnati, every time there's a fare hike they switch from one metal to another. Perhaps if they have yet another fare raise they'll go back to the brass tokens. Anyway, the fare has now gone up to 40¢ there, as of July 1, 1970, and the new tokens were issued. This token will be handled by N.I.S.

It is almost impossible to get an answer from White Transit of Wilkes-Barre. This firm dates way back. Mr. Martz started his bus business in 1908, and in 1912 he started up some new lines using buses manufactured by White Motor Co. Later he expanded, and if you live on the East Coast you may see buses of Martz Trailways, which operate near Pennsylvania. One part of the company, known as White Transit, operated a route around Plymouth and Wilkes-Barre. Somehow Mr. Guernsey, trying to get a Pa 985 G, ended up getting one of these 985 I tokens! I believe the token is from before 1952, judging from its style. I suspect the token has been obsolete for some time, but the company refuses to answer us. So far only two of them have been found. But we don't give it a value because the company very likely has lots of 'em.

In the May 1970 Fare Box we listed 520 K, but made the mistake of calling it B. So change B to K from the May FB. In any case they have now issued another token, this time in brass with incuse letters. This is a Franklin Mint job, as evidenced from the little mint mark "f" on the token. A total of 750,000 tokens of both aluminum and brass have been struck for this bridge. The Mt. Hope Bridge tokens were struck in a quantity of 350,000. The first batch of aluminum tokens in 1969 was only 20,000, but the Authority found they disappeared rapidly, and they had to keep ordering and ordering to keep up with the demand. Although this token is listed at \$2, collectors in the N.I.S. will get them at less than this because we were able to buy them at commuter rates.

A new fare rate which is being used more and more is a reduced fare for older people--usually over 65. We should be on the watch for special tokens for this purpose. For instance, Providence, R.I., is instituting such a fare on January 1, 1971. They will use tokens for this and for a new half fare student rate. The token will be the old RI 700 F, however. The Authority has informed us, though, that new tokens will be ordered for the Rhode Island Public Transit Authority within two years and they have promised to sell us a quantity of them when they arrive.

We listed NY 790 E and hoped we would be able to get a quantity when they went into use. Dave Jordan informs us this token went into use in October, 1969. But the company has not answered our many letters. So there's not much we can do about that.

= SECOND LIST OF CORRECTIONS TO THE 1970 ATWOOD CATALOGUE =
(see pages 61,62, June, 1970, FARE BOX, for first list)

Ariz 640 C - Rev. - delete first ONE to make it GOOD FOR FARE IN ONE ZONE M
Calif 575 A - Obv. - delete comma after OAKLAND
Ga 200 - correct spelling of city to CARTERSVILLE
Illinois 440 A - Obv. - correct spelling is COURTEOUS
" 795 C - should be Ch and not Sd
Ind 260 A - Obv. - make it (BUS, type 1)
" 280 C - Obv. - add period after IND.
" 460 G - Obv. - make it (BUS, type 1)
" 460 H - Obv. - make it (BUS, type 1)
" 510 C,D - Rev. - correct inscription is GOOD FOR ONE FARE
" 660 A - Obv. - make it (BUS, type 1)
" 700 F - add size (33x24mm)
" 890 E - add (Rev. B)
" 998 B - Obv. - add comma after EVANSVILLE, to make it EVANSVILLE, IND.
Iowa 380 F - Obv. - add slash to make it TO / DEPOT
Kans 820 I - change Sd to Ch
" 940 H,I - Obv. - add (BUS)
Mich 225 L - Obv. - delete comma after 18 to make it AUGUST 15-18
" 770 F - add (Rev. A)
" 75 I,J,K - ditto does not apply. Rev. is simply GOOD FOR ONE FARE
Miss 460 K,L - Obv. - add comma after LINES, to make it LINES, INC.
Mo 440 J-M - Rev. - delete period after A to make it J.A HARDER
Nebr 540 I - Rev. - after O add period to make it 1207 O. ST.
NJ 20 A,B - Rev. - add hyphen to make it BOARD-WALK
NY 150 A,B - Rev. - change RIDE to FARE: GOOD FOR ONE 10¢ FARE
NY 628 C - Rev. - change FARE to ZONE: GOOD FOR ONE ZONE M.A.B.
NY 630 AB - Obv. - make it (BUS, type 1)
NY 630 AO,AP - Rev. - make it GOOD FOR ONE FARE N(Y-sc)C
NY 630 AQ - Rev. - add hyphen in TRANS-HUDSON
NY 631 S - Obv. - RAIL ROAD is two words
NY 890 A - Obv. - delete period after T to make it T & W.T.
NY 890 E - Obv. - add period to make INC. SCHOOL
NC 980 G - metal is brass, not bronze
ND 960 - footnote refers to 960 A, not B.
Ohio 10 H - Rev. - change "ogverse" to OBVERSE
" 10 J,N - add size (33x24mm)
" 165 X - correction in April Fare Box refers to 165 X and not 165 F.
" 230 G - Obv. - delete comma after DAYTON to make it DAYTON O.
" 475 E - Obv. - add comma after INC.,
" 745 E - metal is bronze, not brass.
Pa 190 A - Obv. - add period after SOUTH. to make it SOUTH. PENNA.
Pa 190 C - Obv. - make it (BUS, type 3)
Pa 455 H - Obv. - make it (BUS, type 3)
Pa 555 A - Obv. - change "E.W. Weimer" to E.S. WEIMER
Pa 720 A - Obv. - add GOOD FOR 1 FARE to inscription
Pa 997 S - to footnote after S, change it to read "Silver-colored inscriptions on Reverse; incuse letters on obverse."
Pa 1000 B,C - Rev. - add period after ISSUED. to make it ISSUED. PURSUANT
SD 1000 A - Rev. - add period after LAND.
SD 1000 B - Obv. - initials are P.J. MAUSBACH
SD 1000 E - Rev. - add comma after QUIRK,
SD 1000 F - Rev. - spelling of SKROVE is same as on obverse: SKROVE
SD 1000 H - Rev. - add period after US. (see photo, page 516)
Tex 840 A - Obv. - add (BUS)
Va 20 K - Obv. - add 1 to make it TRANSIT COMPANY 1
Va 580 L - Obv. - add hyphen to make it NORFOLK-COUNTY-FERRIES-
Wash (page 568) - caption under 10 B really refers to 10 C.

WVa 240 B - Obv. - add period after GTCO.

Unid. 47 - add 10¢ to obverse, as in 1963 Catalogue, page 308, #49.

" 55 - Obv. - change Aug. 2 to Aug. 1, as page 309, 1963 Cat. #66

" 68 - put period before 10 to make it .10

Timetables page 637 - J - Rev. - change "Leaves" to LEAVE

Canada - BC 650 A - Obv. - add comma after ALBERNI,

N.S. 850 H - add ditto marks, as it is also Sc-cloverleaf, same as 850 G

Ontario passes, as listed April 1970 FB, add to Rev. TWO to make it PASS TWO 2

Que 620 N - Obv. - add period after MONTREAL. (see photo page 677)

" 950 C - hyphen appears only on one side of token TROIS RIVIERES

Timetable E - add period after RAPIDS on Rev. RIVER RAPIDS.

Names in Script: add to list on page 62: NJ 885 A to D; NY 630 T; Ohio 860 E to L,
Wash 780 C D E M N O P

CORRECTIONS IN 1970 FARE BOX SUPPLEMENTS

Page 38 (April) - Obv. of Pa 998 R,S should be FARE PAID THRU 3 ZONE AUCH

Page 50 (May) - Newport listing should have been 520 K, not B.

Page 70 (July) - New Orleans, La., obverse should read (SAME AS 670 B)

Page 110 (October) - 28 B - no (bus) on reverse

Page 118 (November) - Minn 970 - name is spelled WINNEBAGO

= GILBERT VOGEL LOSES COLLECTION IN FIRE =

I would like very much to see this letter published in the next issue of THE FARE BOX. The main purpose is to give a word of warning, and some very experienced advice, to all AVA members.

Like most people I hear and read of all kinds of disasters that happen to people, and sometimes they are even close to you. But like most, I just say "It will never happen to me." These are probably the most famous words ever spoken. Well, last July 7 my home was destroyed by fire. What became of most of my belongings is of no importance to you. However what happened to my collection might well be what will happen to yours some day. The point I'm trying to drive home is this: many people have fire-proof safes. However, very few of us common workers who are paid hourly wages and slave away day after day, can afford one. My collection, after 8 years, had 1,059 different TT's, 250 PT's, 69 tax tokens, and a complete set of OPA tokens. Also I had about 200 miscellaneous items ranging from buttons to World's Fair dollars. The whole works was probably worth about \$300. What was it worth to me? Priceless.

While rebuilding our home I built in a safe that's fire-proof. It cost me so much I had to file bankruptcy. I believe the amount was \$39.95 plus tax. I learned the hottest a house fire can get is about 1,800° F. I figure it cost me about \$100 to build this safe into my fireplace.

Don't be one that says those famous words, "God! It did happen to me!" For your sake spend \$100 to protect your collection. You may say, why spend \$100 to protect \$300. Doesn't make much sense does it? Well, does it?

= THE DELMONICO HOTEL OF MARION, SOUTH CAROLINA =

Richard Atkins, on his trip to Florida for the winter, stopped by at Marion to learn if there had ever been a Delmonico Hotel there (see SC 650 A). He learned that there had, indeed, been such a hotel. It was built about 1850, and sometime between about 1900 and 1920 the name was changed to the Jenkins Hotel. The building was torn down in the late 1930's. The building had been constructed of odd-colored bricks brought to Charleston as ballast on an old sailing ship.

So this at least verifies the hotel listed on that token. It would appear to be a rare old depotel token, which is odd because we don't have many from the East Coast. The only specimen of the token is owned by Dan DiMichael.

= DECEMBER SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =
By Duane H. Feisel

OHIO

Ashtabula 3030 (Reported by Alfred Schubert)
THE PEOPLE'S SAVINGS & LOAN COMPANY
A WM 25 Sd (blank)(12/69-) \$0.50

OKLAHOMA

Enid 3330 (Reported by J.L. Hargett)
(OBVERSE SAME AS D)
E A 16 Ch (same as D)(ca mid-1970-) .15

PENNSYLVANIA

Sharon 3850 (Reported by John Bartunek)
FIRST FEDERAL SAVINGS & LOAN ASS'N.
A B 23 Sd East State St. Sharon (2/68-) .25

PARKING TOKEN MANUFACTURERS' SAMPLES

Group 3008 (Reported by DHF)
(CITY NAME) DUNCAN INDUSTRIES
A B 22 Sd Courtesy Parking Meter Token .15

ADDITIONS AND CORRECTIONS

OH 3175 La: add variety description:
(O&R: Right upright on F in TOKEN points up to ...)
i. (close to right upright of N)
ii. (close to left side of G)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

As 1970 draws to a close I want to extend my best wishes to each of you for a fine year in 1971, and to hope that you had an enjoyable holiday season. In retrospect the year 1970 was a good one for our hobby--the new and magnificent edition of the Atwood Catalogue was published and has been, in my opinion, responsible for much of the activity in transportation tokens in the past several months. It has been a long while since so many desirable tokens have been available. In 1971 we should have the new edition of the parking token catalogue, and I expect to see increased vigor in that sector of collecting. One area of collecting interest that emerged and grew in 1970 was that of car wash tokens--I think 1971 will see much more growth of interest in this field.

Customers of the People's Bank in Ashtabula are provided a token by the tellers to permit exit from the gate-controlled parking lot. Those without tokens have to pay 50¢. The bank was not willing to sell me a supply of the tokens, but by sending 50¢ in coin + SAE you might have luck: 4438 Main Ave., zip 44004.

For some reason the trend in the Golden Circle type is back to the original scheme of just the center hole. The slot was added to the center hole supposedly to make the tokens easier to bend which would destroy them. I suspect that some users prefer to reuse these tokens, inexpensive as they are, and want the harder-to-damage tokens with just the center hole. This new token from Enid is exactly the same as D except for the absence of the slot.

The use of the token in Sharon is that typical of banks--tokens are given to customers for free exit from a gate-controlled lot. No supply of tokens could be obtained, but sending 25¢ + SAE might produce. Zip for Sharon is 16146.

The new PTMS token is used to illustrate the appearance of customized tokens to prospective customers. Through the courtesy of Duncan Industries a supply of these tokens has been obtained and will be distributed free to PTNIS subscribers.

PTNIS subscribers in the next shipment will receive the MI 3370 L token, the supply of which arrived after a long wait. Also the PTMS Group 3008 A reported this

month. A small supply of the OK 3330 E are on hand, and if additional pieces can be obtained it will also be distributed to PTNIS. Actual mailing of these tokens will be held up until I have a few more different tokens to send out.

Since the last report I have had a reply concerning the Kalamazoo, MI, token reported in November. It is stated that the tokens are used for maintenance purposes only and are not available to the public. Because of the limited use only a small supply of the tokens is on hand and none can be furnished to collectors.

= GIBRALTAR CARRIAGE PARKING TOKEN =

By J. Douglas Ferguson

The old world has apparently given to us our earliest parking token. Two or more years ago I learned from a friend who visited the Gibraltar Museum on that great fortress at the entrance of the Mediterranean, that in their Museum there were several tokens. Two varieties had been used in the selling of water, and the other two varieties were parking tokens associated with carriages.

A series of correspondence with the Island and with numismatists and government agencies in Great Britain have provided the following information.

The tokens were issued by the Sanitary Commissioners of Gibraltar. The parking tokens were good for parking for one day by a carriage on the special carriage stand in the West Place of Arms. This location is just outside Waterport on the way into the town from Spain. For many years Gibraltar largely depended for the employees in their shops, homes, shipyards and other defense establishments on the civilian population of Spain. Their supplies of food also came overland from Spain. Since the city area was limited the carriages were forced to park in this area that was designated for them. To regulate the number of carriages that would use the area these tokens were issued by the Sanitary Commissioners of Gibraltar which was the local government of the colony from 1865 until it was formed into a city council in 1921.

The tokens are made of a sealing wax composition with some organic compound added to harden it. The tokens were dyed black or deep blue. Presumably the one color replaced the other but there is no indication as to which came first.

At the top of the tokens there is the historic symbol of Gibraltar in the form of a gateway, followed on the next line by the initials S.C.G. The last line reads "One Day". On the reverse in three lines we have the reading "Carriage Stand, W.P. Arms."

From Gibraltar I have gathered that they were apparently issued and used from around 1870 until approximately 1890 but there are no specific records in this respect that have been discovered up to the present.

Mr. Feisel will be shortly listing these tokens.

= DECEMBER NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

These tokens will be sent to you in the middle of January. First, another bridge token from Rhode Island, RI 520 L, thanks again to Mr. Turgeon for making special trips to obtain a supply for us. These will be sent to you at reduced prices.

Second you will receive Ohio 165 AI.

All NIS members will receive the above two tokens. Then there's another token, NY 631 T, of which only 40 specimens were obtained. These will be mailed to those NIS members whose NIS numbers are 40 or under. In the future if we get more of these--and there's no reason to believe we won't--we'll supply the remaining members of N.I.S. We are grateful to Mr. Schwartz for making these available to us.

I want to thank you all for the Christmas cards you sent. I hope 1971 will add lots of good tokens to your collection...and, in this respect, we have lots more tokens pending for the New Issues, so be sure to keep your account up if you want to get them. Never saw so many new issues coming out all at once!

HEY - Anyone selling or trading anymore? Send me some listings; I need many, many common TT's. (Overpriced speculators: save your postage). I'll trade a Kans 30 C for any US TT with a present cat. value of 35¢ or more + SAE, no duplicates please.
 Bill S. Riley - Route 2, Box 348 - Texarkana, TX 75501

WANTED: NY 890 H, the bronze token. A number of us have written and received the plated G token. Would some collector with a file living in the area visit this company and make a quantity of NY 890 H available to the membership? Also wanted: SOFSPRA car wash tokens from the following cities: Colo. Spgs. Col; Champaign, Syracuse, Troy, NY; Zanesville, OH.
 Harold V. Ford - 6641 Saroni Dr. - Oakland, CA 94611

ILLINOIS 475 A, sell for \$1 or trade for any other token cat. 50¢. Have date nails from Wabash RR to trade for tokens.
 Marie A. Johnson - 12483 Hogan Road - Clinton, MI 49236

PARKING TOKENS FOR SALE - send SAE for my latest listing of several hundred different parking tokens. Also have for sale complete sets of Franklin Mint gaming tokens for 1965 1966 and 1967 in proof-like condition. Inquire if interested.
 Duane H. Feisel - P.O. Box 11661 - Palo Alto, CA 94306

MANY C.W. TOKENS, patriotic tokens, parking & car wash tokens, TT's and merchant trade tokens; will trade for merchant trade tokens of Calif., Nev., Ore., Wash., Ariz. Va., Fla., Me., Ind., Ky., SD, Okla, Utah, Ida. Trading high for tokens I can use.
 Chriss Christiansen - P.O. Box 651 - Cupertino, CA 95014

FOR SALE: limited supply Calif 575 Q, Wash 780 T, 50¢ each + SAE.
 Howard L. Spear - 1924 Olympia Ave. - Olympia, WA 98501

WILL TRADE ½¢ LEONARD BROS TOKEN FOR ANY TEXAS TRADE TOKEN. These tokens are obsolete and supply limited. = H.D. Conner - 1604 Blue Bonnet Dr. - Ft. Worth, TX 76111

AUCTION: Mass 115 N P R S T U W Y Z AA AB AC AD; Nev 100 A B; NY 505 A, 715 A; Va 600 A B D F I J L, or trade for any tokens needed for my collection. U.S. only.
 George H. Wyatt - Skylark Lane - Lunenburg, MA 01462

MAIL BID: Chile 500 H. Will also trade Brodt's Restaurant, West Union, Ohio, One Loaf of Break token, for merchant, military, or TT's I need.
 Al Zaika - P.O. Box 65 - Bellmawr, NJ 08030

TRADE FOR BEST OFFER in TT's: The Zang/1914/Geo. Roper/26-28/W. 2nd So. St./Salt Lake City, Utah/Good For/12½¢/Drink or Cigar/Only. Bronze? Yosemite Saloon/Otto/Tuttmann/& Co./ San Luis obispo, CA/Good For/5¢/in Trade/ alum.
 Philip Mandel - 131 S. Harvey Ave. - Oak Park, IL 60302

TRADE: Send any 3 TT's or any two PT's or any 1 telephone or 25¢ token and receive one good paperback book. No limit.
 Larry Edell - 104-27 117 Street - Jamaica, NY 11419

FOR SALE: OBSOLETE CONN. 35 A and B at 50¢ each. MASS 305 B at \$3 each. Supply is limited so please send 6¢ stamp so I may return your money if tokens are gone.
 Morton H. Dawson - 182 Whiting Lane - West Hartford, CT 06119

WANTED: Iowa TT and TT from all other state capitals. Name your price. Very few dupes to trade. = Doug Redies - 1714 13th Ave. SW - Cedar Rapids, IA 52404

PENNSYLVANIA MERCHANT TOKENS WANTED. I have much good trading material, including TT's, coins, a huge amount of depression era tokens, & tokens from other states.
 Dr. H. Aqua - 487 Bennett St. - Luzerne, PA 18709

AUCTION: Ark 975 A; Ia 230 A, 640 Jb; Neb 540 N, 700 A; Ohio 520 B; Wis 180 B, 510 D; Manitoba 900 B worn obv. but readable clear rev.
 James Millard - 4004 S.E. 170th St. - Portland, OR 97236

FOR SALE: Alas 190 A, \$9, 50 C \$3.50; Nev 100 A B, \$5 each; Philippines 700 G H I set \$10; also for sale or trade: McCargers Saloon token, see my add in Oct. FB for description. Many parking tokens for trade.
 J.G. Nicolosi - 3002 Galindo St. - Oakland, CA 94601

HAVE COMPLETE ISSUES OF THE FARE BOX, July 1963, thru January 1969. Would like to sell the whole works for \$22.50. (paid)
 June B. Barekman - 3302 West Diversey - Chicago, IL 60647

HAVE TEXAS MERCHANT TRADE TOKENS from Caldwell, Carmine, Georgetown, Lexington, Lincoln, and Nixon; also Texas NCO tokens from Bergstrom AFB, Fort Bliss, Fort Hood, Amarillo AFB, Goodfellow AFB and Lackland AFB. I want to trade for Texas merchant & NCO tokens I don't have. = E.M. Rice - 212 Westhaven Drive - Austin, TX 78746

NEVADA merchant tokens wanted. Have Cal 575 Ab; Ia 150 B; Nev 100 B, for trade.

Also many other desirable tokens available for Nevada tokens, medals, Masonic pennies & mirror cards I need. Will buy or trade.

Harold V. Dunn, Jr. - Box 114 - Carson City, NV 89701

NEW TRANSPORTATION TOKEN JUST ISSUED by the local bus line, marked GOOD FOR ONE RIDE in aluminum, size 36mm. Will send one or more for 50¢ + SAE.

John R. Smith - 323 Park Avenue W. - Mansfield, OH 44906

FOR SALE: Newport, RI 520 L for \$1.50 + SAE.

H.J. Turgeon - 143 Harrison Avenue - Warwick, RI 02888

COLLECTION OF GERMANY, AUSTRIA, and other miscellaneous paper notgeld for trade. Consists of 285 German notes, 528 Austrian, several misc. and number of dupes. Want to trade for TT's, PT's, or military tokens. Send best offer.

Dee D. Drell - 1111 Lake Ave., Apt. 51 - Metairie, LA 70005

MERCHANT TOKENS, 5 piece brass sets with city & state \$2.50, or will trade for TT's I need. = Lee Schumacher - 10609 Eastern - Kansas City, MO 64134

COAL MINE TOKENS: Merrill Stores, Henlawson, WVa; set of 5 plastic \$5; 4 diff. trade tokens \$1. Murdock & Brown Globe, Ariz. Good for 12½ Cents at the bar, \$10. Foster & Parry, Grand Rapids, MI Hardware, stoves etc. pic. of stove & of the reaper (medal) \$3. All postpaid. = Andrew Morgan - 2412 Polk St. - Wichita Falls, TX 76309

FOR SALE: WVa 640 A for your U.S. silver 25¢ + SAE. Make offer on 10 or more of the same token. I also have trade tokens from various states for sale or trade.

Bill Davis - 3897 W. Grand Ave. - Littleton, CO 80123

= RARE AND SCARCE TRANSPORTATION TOKENS =

MAIL BID SALE - CLOSING DATE JANUARY 25, 1971 - Trade Offers Will Also be Considered

DUANE H. FEISEL - P.O. BOX 11661 - PALO ALTO, CA 94306

| Cat. # | Cat. value | Cat. # | Cat. value | Cat. # | Cat. value | Cat. # | Cat. value |
|-----------|------------|------------|------------|------------|------------|-----------------|------------|
| AZ 720 A | \$4.50 | MI 588 A | \$4.50 | PA 260 A | \$7.50 | WA 710 A | \$4.50 |
| AR 300 A | 10.00 | MO 430 E | 2.00 | PA 495 A | 2.00 | WA 710 B | 4.50 |
| CA 998 B | --- | MO 430 F | 3.50 | PA 495 F | 4.50 | WA 998 I | --- |
| GA 360 B | 1.50 | MO 700 A | 4.50 | PA 526 JCa | 7.50 | WI 500 B | 2.00 |
| GA 765 A | 1.50 | NB 940 B | 2.50 | PA 745 B | 4.50 | WI 510 A | 5.00 |
| IL 150 Wa | 3.50 | NB 980 A | 4.50 | PA 745 E | 5.00 | WY 810 A | 4.50 |
| IL 320 B | 2.00 | NJ 290 C | 7.50 | PA 750 O | 2.50 | Unid. #68 | --- |
| IL 320 C | 2.00 | NJ 997 J | 2.00 | PA 750 AE | 3.00 | MS 23 A | --- |
| IL 580 A | 5.00 | NJ 997 K | 2.00 | PA 750 AT | 2.50 | Timetable U | --- |
| IL 998 A | --- | NJ 997 L | 2.00 | PA 840 A | 3.50 | Ontario 675 B | 3.50 |
| KS 40 A | 4.50 | OH 165 F | 7.50 | PA 840 B | 3.50 | Jamaica 420 A | 2.00 |
| KS 690 A | 4.50 | OH 165 M | 3.50 | PA 998 F | --- | Argentina 160 E | 2.50 |
| KY 10 B | 10.00 | OH 165 N | 3.50 | PA 998 H | --- | Chile 920 B | 2.00 |
| KY 510 A | 3.50 | OH 230 G | 4.50 | PA 1000 A | 3.50 | Chile 920 D | 2.00 |
| KY 510 C | 2.00 | OH 230 J** | 4.50 | SD 890 A | 7.50 | Cuba 480 D | 1.50 |
| KY 510 G | 3.50 | OH 475 A | 3.00 | TN 430 E | 7.50 | Peru 480 B | 5.00 |
| KY 510 O | 2.00 | OH 475 B | 3.00 | TX 445 I | 1.50 | Peru 480 C*** | 2.00 |
| MD 60 O | 4.50 | OH 475 C | 3.00 | TX 445 J | 2.00 | | |
| MA 115 A | 3.50 | OH 660 B | 4.50 | VA 530 Cb | 3.50 | | |
| MA 970 A | 3.50 | OH 660 D | 3.50 | VA 620 A | 1.50 | | |
| MA 970 B | 3.00 | OH 785 A | 5.00 | WA 590 B | 4.50 | | |
| MI 225 B* | 4.50 | | | | | | |

* edge cut straight 1 section. ** 2 extra small holes. *** encrusted.

(paid)

TEXAS TOKENS FOR SALE: old brass depotel token, Tex 965 D at \$15 cash. Set of 8 "Fast Buck" tokens, Tex 1000 B C D E F G H I, all for \$1 postpaid. Send 30¢ extra on the depotel if you want it sent airmail insured. Only a handful left of these; only about 4 left of the depotel. ALSO WANT REAL ESTATE TOKENS FOR COLLECTION.

John M. Coffee, Jr. - P.O. Box 1204 - Boston, MA 02104

CATALOGUE OF WORLD TRANSPORTATION TOKENS & PASSES except North America. First edition 1967 at \$5 either bound or unbound; specify which. Make check or M.O. out to me:
Kenneth E. Smith - 328 Avenue F - Redondo Beach, CA 90277
ATWOOD'S CATALOGUE OF UNITED STATES & CANADIAN TRANSPORTATION TOKENS 3rd edition 1970
731 pages profusely illustrated. Buckram-bound or loose-leaf (pages only punched for 3-ring binder; no binder included). Price \$10; special to AVA members, \$7.50 postpd.
FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD 1st edition 1966, 160 pages well illustrated. Cloth-bound or loose-leaf. Price \$4.50; special to AVA members, \$3.50 postpaid. Only a few left.
American Vecturist Association - P.O. Box 1204 - Boston, MA 02104

= ALL AUCTIONS IN THIS ISSUE CLOSE JANUARY 25 =

= APPLICATIONS FOR MEMBERSHIP =

- 1204 JAMES B. SHIREY - BOX 1082 - FORT WAYNE, INDIANA 46801
Collects U.S., Canada, Foreign. (L. Stewart)
1205 DONALD F. BAXTER - 8 FRANT RD., HOVE 4, SUSSEX BN3 7QS, UNITED KINGDOM
Age 25; Schoolmaster. Collects US, Canada, Foreign. (Coffee)
1206 LEON GELLER - 6618 LYNFORD STREET - PHILADELPHIA, PENNSYLVANIA 19149
Age 50; Postal Employee. Collects US, Canada, Foreign. (Coffee)
1207 PETER E. SKINNER - BOX 534 - LARAMIE, WYOMING 82070
Age 27; Geologic Technician. Collects US, Canada. (Coffee)
1208 JAMES LEE CLYMER - 605 HARDY - GARLAND, TEXAS 75040
Age 27; Tool Designer. Collects US, Parking. (Frisbee)
1209 WILLIAM WAYNE BLACKBURN - 1208 HEMLOCK STREET, N.W. - WASHINGTON, DC 20012
Age 29; Traffic Research. Collects U.S. (Schwartz)
1210 A.F. von BLON - BOX 6422, BU STATION - WACO, TEXAS 76706
Age 52; Railroad Employee. (Turgeon)
1211 MELVIN E. BEATON - 30 HECLA STREET - BOSTON, MASSACHUSETTS 02122
Age 28; Cableman. Collects US, Canada. (Coffee)
1212 ROBERT F. WOLF - 9442 CASTLEGATE DRIVE - HUNTINGTON BEACH, CA 92640
Age 33; Electronics Inspector. Collects US, Canada. (Coffee)
1213 ALVIN M. HENDRICKSON - ROUTE 3, BOX 15 - WARREN, MINNESOTA 56762
Age 50; Painter. Collects U.S. (Sailor)
1214 THOMAS L. WALL - BOX 193 - WOOD RIVER, ILLINOIS 62095
Age 26. Collects U.S. (Littlefield)
1215 WILLIAM E. PERRY - BOX 5093, STATION E - VANCOUVER 13, BRITISH COLUMBIA
Age 47; Clerk. Collects US, Canada. (Coffee)
1216 GEORGE W. NIEDERAUER - 603 WEST FIRST AVENUE - MILLER, SOUTH DAKOTA 57362
Age 52; Collects U.S. (Rider)
1217 GEORGE J. HAKES, SR. - ROUTE 2 - PAINTED POST, NEW YORK 14870
Age 60. Collects US, Canada, Parking. (Rider)
1218 STANLEY L. HEIST, JR. - 123 BUCKINGHAM DRIVE - ROSEMONT, PENNSYLVANIA 19010
Age 30; Banker. Collects U.S. (L. Paul)
1219 WILLIAM A. WILLIGES - BOX 445 - WHEATLAND, CALIFORNIA 95692
Age 49; High School Teacher. Collects US, Canada, Foreign, Parking. (Turgeon)
1220 DONALD B. HOGE - 5743 BRAESVALLEY - HOUSTON, TEXAS 77035
Age 41; Accountant. Collects U.S. (Coffee)
1221 NEVILLE L. BRUGH - ROUTE 1, BOX 78 - TROUTVILLE, VIRGINIA 24175
Age 56; Retired. Collects Virginia. (Beam)
1222 PAUL WILLARD - 13 RANDALL STREET - WATERBURY, VERMONT 05676
Age 33; Minister. Collects U.S. (Weisburgh)

CHANGE OF ADDRESS

Victor Fisher - P.O. Box 2083 - Dartmouth, Nova Scotia, Canada *

Claude G. Thompson - 3757 Kipling Avenue So. - St. Louis Park, Minnesota 55416 *

* indicates contribution to address plate fund, which is always much appreciated!

| | | | |
|--|---------|--|--------|
| Angels Flight tokens..... | 34 | New York subway tokens in Canada..... | 22 |
| Autobahn Munchen..... | 133 | NCB Kodiak token..... | 22, 41 |
| AVA Convention Auction list..... | 49 | Officer & Nystrom Bus & Baggage..... | 116 |
| AVA Convention minutes..... | 77 | Orchard Beach Turnstile tokens..... | 91 |
| AVA Convention notes..... | 89 | Prices Realized, Bartley #1 auction... | 72 |
| AVA-sponsored tokens..... | 3 | Prices Realized, AVA Convention auc... | 79 |
| Bartley, Harry, obituary..... | 1 | Salesmen's Samples..... | 14 |
| Bartley Estate Auction #1 list..... | 42 | San Diego Transit System..... | 12 |
| Bartley Estate Auction #2 list..... | 95 | Sherman, Norm, has all horsecars..... | 2 |
| Battle of Fort Sanders..... | 69 | Smith, R.H., obituary..... | 75 |
| Brisbane Bridge Toll Token..... | 92 | Stockton, Cal., merchant tokens..... | 93 |
| British Transport Executives Tokens..... | 23 | T.W. Hart, fruitless search..... | 101 |
| British senior citizens tokens..... | 90 | Terhune's Yellow Busline..... | 111 |
| Brussels Royal Coin Cabinet tokens..... | 104 | Tokens, Transfers & Trolleybuses..... | 59 |
| Car Wash Token Catalogue..... | 32 | Tomberlin Limousine token..... | 51 |
| Car Wash token supplements..... | 55, 125 | UVC auction list..... | 130 |
| Catalogue Corrections (Atwood)..... | 61 | Vogel loses collection in fire..... | 145 |
| Chesney, Harold, obituary..... | 33 | Warren, Ohio, tokens dumped..... | 27 |
| Coffee, J.M., honorary life NEVA..... | 45 | Webb Ferry discontinued..... | 81 |
| Constitutional amendment defeated..... | 46 | Where California Began..... | 5 |
| Cypress Beach Ferry tokens in privy..... | 52 | Wolfe, Larry, collection stolen..... | 37 |
| Dartmouth, N.S., token swindle..... | 39 | | |
| De Alvarez, George, obituary..... | 75 | | |
| Decatur-Onawa Bridge..... | 9 | | |
| Del 3999 A goes up in price..... | 48 | | |
| Delmonico Hotel of Marion, S.C. | 145 | | |
| Denver Club formed..... | 52 | | |
| Dittmore's Livery of Menominee, Mich. .. | 27 | | |
| Durango Railway & Realty Co. | 100 | | |
| Eshleman wins trophy..... | 124 | | |
| Feisel Auction list..... | 149 | | |
| French & German canteen tokens..... | 103 | | |
| Gem City Transfer Line of Baraboo..... | 8 | | |
| German Bridge & Toll Road tokens..... | 35 | | |
| Gibraltar Carriage Parking Token..... | 147 | | |
| Hamburg Museum token collection..... | 134 | | |
| International Trail Syndicate token..... | 35 | | |
| Knapman of Burlington Beach..... | 69 | | |
| La Junta Bus..... | 41 | | |
| Laconia Street Railway..... | 21 | | |
| Landmark Services, Inc., | 76 | | |
| Masuda, Dick, wins honors..... | 54 | | |
| Mecklenburgische Strasseneisenbahn..... | 36 | | |
| Menominee & Marinette transit history.. | 132 | | |
| Mitropa tokens..... | 129 | | |
| Monterey & Pacific Grove St. RR..... | 117 | | |

BY MONTHLY ISSUES, as follows.....

| | | | |
|---------------|-------|---------------|---------|
| January..... | 1-10 | July..... | 67-74 |
| February..... | 11-18 | August..... | 75-86 |
| March..... | 19-32 | September.... | 87-98 |
| April..... | 33-46 | October..... | 99-114 |
| May..... | 47-56 | November... | 115-130 |
| June..... | 57-66 | December... | 131-150 |

